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# ED START

Issue 418 March 2020

## THE CARS THE STAR

We're always getting asked how we choose the cover car here at FC Towers. But to be honest, we don't really pick them. They pick themselves. Next, we arrange the shoot and brief the photographer on the angle we want for the cover image. But this month was different. Why? Because we had another car planned in... right up until it had a blowout on the way to the shoot! So there we were, cover car-less...

But it wasn't a problem. Because all the cars in this issue are good enough to take the top spot. And so we tried each and every one of them on the cover. Why did we opt for Scott Butler's S2K? Was it the wide arches, the BGW, air-ride suspension or that crazy flip paint? Well yes. But it was also because it had the most suitable image to use.

Of course, the BEAMS-powered AE86 was worthy too, as is the flawlessly finished R32 Golf and bagged Merc-AMG GT! And let's face it, the Wild Card Mk2 Escort wouldn't have been a bad choice either.

So readers, there might only be one car on the cover, but you've got a plethora of cover cars to choose from this issue. Which one would you have picked?

Big Love,  
Slim Jules

*Jules*



**Feature Of The Month:** This is like choosing between KFC, Domino's and a Maccy Ds. Virtually impossible, as I love them all! But the one that edges it? Ashley Farazmand's Mk2 Harrier. It's been an epic 12-year build and it was worth the wait.

Next Issue on sale 28 • 02 • 2020



**SLIM JULES**  
EDITOR

"Well, that was a tough choice. But I think I got it right, boys?"



**MIDGE**  
CONTRIBUTING  
EDITOR

"Nope. It should definitely have been the R32. Just look at it!"



**INITIAL G**  
ART EDITOR

"Are you both blind? It should definitely have been the AE86!"



**GLENDIA**  
WEBSITE EDITOR

"I would of opted for the Audi, but there isn't one. Sort it out!"





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# UP FRONT



## 208 – IT'S THE MAGIC NUMBER

The butt-kicking little Peugeot you see here is the new 208 Rally 4 and, brilliantly, it's rocking a perfect 208bhp – a situation that pleases the numerical lobes of our brains very much.

So what is it? Well, it's a rally car, obviously – but it's also so much more than that. It's inspiration to every 208 owner out there to create something badass out of the feisty little hatchback. After all, this competition weapon is based on the road-

going production-spec car, so there's nothing here that you can't theoretically do yourself! The new evolution replaces the old 208 R2 rally car, a model which sold over 450 units and thus proved itself to be Peugeot's most profitable competition car ever. (See, it's not all about flame-spitting Group B lunatics with 600bhp...) There's no complicated all-wheel-drive setup, no huge engine with silly power, it's all about

bare-bones simplicity. The front-wheel-drive R4 doesn't even carry over the 1.6-litre motor from the old R2; no, this car's packing a 1.2-litre 3-cylinder turbo motor. This makes sense as that's the largest petrol motor available in the current 208 showroom line-up (the most powerful ones are electric, because we live in the future), and to make the engine a bit more exciting than its 128bhp mainstream counterpart, Peugeot Sport has bolted on a bigger turbo and some Magneti Marelli engine management, and hung a Sadev sequential gearbox off the back for good measure. It's also got a chunky LSD, a rollcage, three-way adjustable Öhlins coilovers, and everything you need to make for a competitive machine in the Rally 4 class. It costs around £66k, which admittedly is a hell of a lot for a 208, but not all that much for a rally car, so it's all about perspective. Alternatively, if you already own a 208, the other option is to make yours look like this; whack on a motorsport livery, a roof scoop and a set of white wheels, and Bob's your builder – instant street cred. And isn't it awesome that we live in an age when you can squeeze a reliable 200bhp+ out of a 1.2-litre 3-pot?





# GT-R50 IS A REAL-WORLD CONCEPT CAR



➔ The Nissan GT-R50 is one of those cars that's so outlandish, you almost can't believe it's real. We had a good look around it when the covers were pulled away at the Goodwood Festival of Speed back in summer 2018, and the details were just insane – a masterpiece in aluminium and carbon fibre. It was like when manufacturers got a bit carried away with the idea of building one-off specials for the Gran Turismo videogame series a little while back, and we ended up with the bonkers GT By Citroën that genuinely looked like a flying saucer.

...but then in late-2019 it was announced that the GT-R50 would be going into limited production, and we realised that we really must be living in some kind of acid-tinged dreamworld. This is a car developed by Nissan in conjunction with Italdesign, who celebrated their 50th anniversary in 2018 – just 50 examples of the GT-R50 will be built (which explains the name, of course), and their beauty is more than skin-deep. Naturally you're going to end up with a pretty daft performance car anyway if you use the GT-R as a starting point, but this one amps things up with a NISMO-spec engine that's running GT3 turbos, forged pistons, rods and crank, new intake and

exhaust systems, as well as a recalibrated gearbox and stronger rear diff. It's also got continuously-variable Bilstein dampers, carbon-ceramic brakes and 21-inch carbon fibre wheels. So the aesthetics of that incredible half-spaceship, half-museum exhibit bodywork may be designed to stun, but this is no show pony. This is a hardcore 711bhp driver's car. And we're buying all the lottery tickets we can afford, because we need one of these in our lives.







## Appreciating Depreciation **Skoda Octavia vRS (Mk2)**

New: **£23,495-£32,295** Now: **£3,000**

**For generations, the default answer to the question 'What car should I buy?' has been 'Get a Golf'.** This is an answer that works equally well for hardcore enthusiasts and for people who know nothing about cars – you know what you're getting with a Golf; you know it'll be well screwed together, it'll have a decent level of equipment and, if you get a GTI, it'll be a hoot to drive.

Thanks to the broad platform sharing across the VAG, it's useful to note that you can buy Golfs in forms that don't look like Golfs too. What if you fancy, for example, a Mk5 Golf GTI that's a bit cheaper? Why, you should get yourself a Mk2 Skoda Octavia vRS!

Compare them like-for-like in the classifieds and you'll see that a vRS of similar age, condition and mileage will be usefully less money to buy than the GTI, and they've got a lot in common – the hot Octavia is essentially a Golf GTI that's a foot longer at the back, so you get the same engine, gearbox, chassis, switchgear, the works. Plus it's a bit more practical, as the boot of the Octavia hatch is absolutely massive. And you get green brake calipers, who wouldn't want that?

**Top 5 mods:** RamAir induction, Milltek exhaust, Revo remap, Bilstein B12s, Kenwood Apple CarPlay head unit

## HYUNDAI HAS GONE TOTALLY INSANE, IN THE BEST POSSIBLE WAY

**There have been a lot of interesting**

rumblings coming from Hyundai's N division recently. The i30 N proved itself to be one of the biggest surprises the hot hatch market has seen in recent years, elbowing its way into the crowded marketplace dominated by the Golf GTI and the Focus ST and so on, and saying 'Listen fellas, this is how it's really done'. It's a bloody brilliant car, and its success can be largely attributed to the fact that Hyundai poached Albert Biermann from BMW's M Division to teach the engineers how to make engaging sports cars. The i30 N isn't just a one-off either; you may remember the N drift van that we recently reported on. And just look what madness they've been up to now – a mid-engined hatchback, for goodness' sake.

The RM19 Racing Midship Sports Car Prototype has a Touring Car engine



shoved in the middle, a 2.0-litre four-pot kicking out 390bhp, which slingshots it to 62mph in under four seconds. The pumped-up Veloster shell has all sorts of crazy aero, and hiding underneath are a race-derived double-wishbone suspension setup, Touring

Car sequential gearbox, and electronic LSD. This is a test-bed rather than something that heralds an actual production model, but the very fact that Hyundai is developing this kind of stuff suggests that the 2020s are about to get pretty rowdy...







# INTERIOR GOALS

➔ We love a tastefully retrimmed interior. After all, the inside of your car is really the most important bit, it's where you spend all your time when you're out and about enjoying it. But this... this is taking the mickey a bit, isn't it?

What you're seeing here is the Rose Phantom, a Rolls-Royce whose custom interior comprises one million stitches. It's a bespoke commission by a wealthy Stockholm-based enthusiast who likes flowers so much he's named all his children after them. He challenged the Rolls-Royce Bespoke Collective to create 'a car that immerses its occupants in a beguiling floral scene', and that's just what they've done; inspired by Rolls-Royce's own on-site rose garden, the Phantom's innards show a progression from buds to full bloom in an asymmetric design that appears to grow across the rooflining. So... who's going to be the first to try and replicate this kind of thing in a Fiesta?







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**ASSASSIN GT2**  
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8.5x18" 8.5x20"



**STUTTGART ULTRA**  
**CONCAVE**  
Gloss Black /  
Polished Face  
8.5x20"



**WOLFSBURG**  
Gloss Black &  
Gloss Black / Polished  
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**LUCCA**  
Gloss Black / Polished, Gloss Black & Polar Silver  
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



**TORINO**  
Gloss Black / Polished, Polar Silver  
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**AERO**  
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8.5x18" 8.5x20"



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6.0x16" 6.5x16" 7.0x16" 7.0x17"  
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8.5x20" 9x20" 9.5x21"



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& Gloss Black / Polished  
8.5x18"



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## NEW CADDY LOOKS A BIT TASTY

➔ Oh yes, we're well into this. Vans and vanning is a bit of us, as these things are the backbone of Britain (or is that just Transits?), and anyone who says they don't enjoy a cool van is fibbing. Alright, so when the new Caddy launches later in 2020 it probably won't look all that much like these early sketches, but wouldn't it be awesome if it did? Those massive wheels, that killer stance, those mad mirrors, it works on

every level – and there's nothing to stop you buying one and making it look like this!

The new Caddy is set to be a serious contender too – it's a 100% new clean-sheet design, made overtly sporty from the off (in its styling, at least; we'll see if they offer us a quick version) with slender LED lights at the back and a thin, aggressive grille at the front. Go on VW, stick a Golf R motor in it!

## WHAT'S ON MARCH 2020

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
24	25	26	27	28	29	1 8th March Ultimate Dubs Telford International Centre
2	3 Buy Glenda a birthday present	4	5 5th-8th March Amelia Island Concours Florida, USA	6 5th-8th March Philip Island Classic Victoria, Australia	7	8
9 8th-10th March The Big One Weekender - Crail Raceway	10	11	12	13	14	15
16 16th March French Classic and Performance Cars Ace Cafe	17	18 Initial G Memory Clinic appointment	19	20	21	22
23	24	25	26	27 NEW FAST CAR ON SALE	28	29 22nd March - Brooklands Mini Day - Brooklands
30	31	1	2	3	4	5 24th March The Fast Show Santa Pod



## THE ANGRY MAN

*You know what petrol stations are for? Buying petrol.*

Or diesel, or perhaps a bit of screenwash, and the latest issue of Fast Car. Maybe a bag of crisps or a packet of mints. But that's basically it. You know what petrol stations aren't for? Doing your f\*\*\*ing weekly shop! Yeah, I can see the logic of having a fridge full of milk and bottles of water in there, but a cabinet of artisanal brioches and continental cured meats? Those things have no place in a filling station. The same goes for flowers, charcoal briquettes, biscuits, birthday cards, CDs, jigsaw puzzles, any frozen produce, toilet roll, cat food... if you want to do some shopping, go to a f\*\*\*ing supermarket. Don't amble about the petrol station with a basket, agonising over whether to get the balsamic vinegar or the goddamn first-pressing olive oil while I'm parked behind you waiting for you to move away from the pump. Just get out! Oh, and you definitely don't need to waste everybody's time by spending ten minutes getting yourself a skinny latte either. What's the matter with you, are you incapable of existing for half an hour without guzzling caffeine?

This is the petrol station protocol: fill up with fuel, walk inside, pay for your fuel, walk back outside, get in your car, drive away immediately. That's it. Anyone who does otherwise is getting some serious side-eye from me.





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# Karma Chameleon

The concept of karma suggests a spiritual cause-and-effect, and with his chameleonic S2000, Scott Butler would probably agree with that notion. He doesn't make life easy for himself, but his hard work is certainly paying off...

Words: **Daniel Bevis** Photography: **Daniel Pullen**









“this is a car modded in the classic style; think back to the pages of Fast Car in the late-1990s and early-2000s, it’s that kind of vibe”



**Us humans, as a species, don't like to make things** easy for ourselves. Sure, there are people who are happy to coast through life and put in the minimum amount of effort to scrape on by, but these folk are far outweighed by those who harbour wide-eyed dreams and creative aspirations; the ones who want to create interesting things simply for the fact that it hasn't been done before. It's true of authors, painters, sportspeople, poets, sculptors, photographers, engineers, singers, inventors drawing up madcap schemes in draughty sheds... wherever people are found, the crackle of creativity buzzes through the air.

It would, for instance, have been relatively straightforward for Scott Butler to buy a tidy Honda S2000, fit a few simple off-the-shelf mods, and let that be that. But Scott's brain isn't wired that way. Instead, he bought quite possibly the worst S2000 in the country, rolled up his sleeves, and set about turning that ugly duckling into the butterfly you see before you.

Wait, no, the ugly duckling turned into a swan, didn't it? But the metamorphic shift to butterflyhood seems more apposite here, given the quasi-magical nature of the Chromacoat Golden Night paint which Scott's S2K

proudly wears, seamlessly phasing through bronze, silver, blue and purple like some demented narcotic discotheque freakout. It flutters past your eyes in a flurry of energy, perfectly complementing the outrageous mods of Scott's magnum opus. You see, this is a car modded in the classic style; think back to the pages of Fast Car in the late-1990s and early-2000s, it's that kind of vibe – deliberately visually jarring, beautifully crafted, precision-engineered, harnessing the latest technological innovations to create something overtly bizarre. Something other. Something unique. Because there's never been an S2000 like this before. And Scott certainly has form with this sort of caper.

### THE MOD FATHER

"Nothing leaves stock," he grins. "Every car I've ever owned has come into my possession standard and left heavily modified! I started modding cars as soon as I could drive at 17, with a 1993 Vauxhall Corsa 1.4 SRi – every penny I earned went into that car. After that I had a 1.6 Astra, then a 2.2 Astra Coupe which I converted to a 2.0 turbo with a full BTCC body kit. That was followed





by an S14a Nissan 200SX, then an Astra Coupe 888, a Škoda Fabia vRS, and then an Audi A4 2.0 TDI quattro before I arrived at the S2000."

And how did this particular Honda present itself? "My mate Dave found it on Facebook Marketplace and sent me the link," he explains. "It was the cheapest S2000 in the country! It had no history, and was a previously written-off Cat C car; the arches were rusty and it was just in poor condition all over. But I had to take it, as I wanted one and it looked like a challenge."

There you go, it's the human spirit of endeavour in action. Scott basically bought this car because it was bad; on an altruistic level, he wanted to save it. Moreover, with such a long history of quality modifying, he knew he could make something of it. But perhaps he didn't quite envisage in those early days just how far things would go...

"This car has gone through many changes in my two-and-a-half years of ownership," he says, with an impressively straight face. "At the outset, it was going to be a track day project with BC coilovers, new wheels and better brakes. But then the rear arches were getting worse with rot bubbles showing though, and

I decided to add the Circuit Garage overfenders all round, so it was a trip to my mate Tony's where we cut all the rot out and bolted on the arches all in one day." Scott did a couple of show-and-shines with the car in this particular phase of evolution, and picked up some trophies. With this testament to the bodywork skills dictating a different path for the build, he decided to turn it into more of a show car... although still being his daily driver, it was vitally important to also keep it practical throughout. Well, practical-ish.

"I wanted more lows, but where I lived I couldn't make the coilovers lower," he recalls, "so after a while I realised I needed air in my life. After some research I decided Air Lift was the ideal kit for me; a quick butter-up text to the wife, and the kit was ordered! My mates and I fitted the kit one Friday night after work – beers and pizza ordered, and four hours later it was done. The car was now sitting on the chassis. Much better."

With this hugely formula-altering step undertaken, it made sense to keep going. After all, if you're going to do it, you might as well do it properly, right? So it wasn't long before the car was treated to a brake upgrade, in the form of mighty K-Sport 8-pots, followed by some





## COVER CAR



Buddy Club taillights and a custom boot install made to look like the Jack Daniels distillery – Scott's dad helped out in lining the boot with oak planks, and then the air tanks were airbrushed to resemble whisky barrels, complete with copper hardlines. The custom mods were coming thick and fast, and Scott was attending more and more shows with the Honda, garnering ever-more attention, and he always had one eye on the next move. Chewing it over with Tony, a change to another colour was suggested, so Scott fired off an email to Joe at Custom Paints to see what they could do, and he suggested a visit to check out what could be achieved. Scott embarked upon an epic 450-mile round trip just to look at paint colours – which was well worth it, as that's where he fell in love with the Chromacoat Golden Night hue.



## PAINTING THE WAY

"Over last winter I pulled the car off the road and tore it down, ready to paint," he continues. "But during each process of taking the car apart the plan changed; it went from a colour change just outside and in the door shuts, to removing the engine and then deciding to tuck the bay! Which was one of the most labour-intensive jobs I've done, so much time was lost in there welding and sanding... The wings were sent away with the arches bolted on and returned as one-piece fibreglass items, and I then moved on to the spoiler. That was bolted on the bootlid and didn't like it there any more, so I had a look about on the internet for ideas and ultimately decided that a chassis-mount was the way to go. But I didn't want an off-the-shelf part – as with everything else on the car I set about making my own! First it was mocked up in cardboard, then on to plywood, and once I was happy with the shape I gave it to my brother who drew it up in CAD and added the designs in the legs. I got it sent away to be laser-cut out from 8mm ally, and when it arrived a mate got it all bent in to shape and I welded the alloy lengths together."

There's a real sense of the intrepid with this project, a general feeling of 'Why not?' – Scott's not afraid to get stuck in and try new things, and his obsession with perfection means that none of this is half-arsed, it's all finished beautifully. With the bodywork finessed by this stage, he then slathered it all in high-build primer, flatted it all down, and towed it the fifty miles to Tony Guest Automotive for its new spangly disco paintwork.



Sorry, Midge





## DOGMATIC

It may be a multiple show-winner with a flawless finish, but Scott's S2000 is certainly no trailer queen. "I have to keep the car semi-practical, as I use it every day," he explains. "Although no-one ever believes me when I tell them that! And normally I take the dog out in it too, who just happily sits on the front seat, head out of the window. The car seems to get a positive vibe from all the shows I've been to, and wherever I take it... even the older generation seem fascinated by it." As well they should be, as it looks like nothing else on the road. Who says dog ownership means you need a Volvo estate, eh?



Flocked dash is a nice touch



## OWNER PROFILE:

**Name:** Scott Butler

**Age:** 31

**Occupation:** Mechanic

**First car:** Vauxhall Corsa SRi

**Favourite car:** Honda NSX - followed by the S2000

**Favourite modification on your car:** The Air Lift kit

**Favourite show or event:** Players

**Track day or show and shine?:** Show and shine. Full hard-park wanker.

**Lessons learned from this project:** I need a deeper wallet

**What's next:** A shedload - new body panels and bumpers, a custom exhaust being made, possibly a colour change... and one day add some more power.





JD and poke...



Taking some time off work, Scott was there every step of the way to help out however he could, and after a couple of weeks of very late nights, the makeover was complete. "I then had one week to rebuild the car from an empty shell for its first show," Scott laughs. "Again, it was many late evenings with friends helping out where they could, and we got it finally finished eight hours before I had to leave for the show. And I came away with an award."

Talk about commitment, huh? Scott's building this unique S2000 specifically to his own design, there's no question of that – he's adamant that the car be impeccably finished, still practical and usable, and like nothing else out there on the scene. But at the same time, the punishing schedule of shows dictates the rapid progress... and it's clear that he excels under deadlines, as Scott's S2000 just keeps on winning trophies. Since this latest evolution of the project, he's attended another ten shows and taken home five awards, which is a pretty damn good hit-rate. Scott certainly doesn't make life easy for himself, but the rewards here speak for themselves. ■

## TECH SPEC: HONDA S2000

### STYLING:

Full repaint in Chromacoat Golden Night, custom fibreglass front wings – 45mm wider than stock with rear cut-outs, front bumper widened, Amuse front lip, custom carbon lower splitter (covering whole front underside), custom carbon canards, Circuit Garage 75mm rear overfenders, custom ducktail bootlid, custom chassis-mount rear spoiler with JA Racing 3D wing blade, vented bonnet, Buddy Club taillights, JDM headlights, JDM rear bumper

### TUNING:

F20C 2.0-litre VTEC, AEM V2 standalone ECU, custom carbon fibre long-arm air intake with Injen filter, de-cat exhaust system and rear exhaust bypass mod, Hel thermostatic 19-row oil cooler, Mishimoto twin radiator, full engine bay tuck and shave, all electrics and battery relocated, 240bhp

### CHASSIS:

8x18in (front) and 9x18in (rear) Bola CSR wheels – refinished in custom bronze, 205/35 (f) and 225/40 (r) Nankang tyres, Air Lift Performance suspension with 3P management, twin Viair 444cc compressors, K-Sport 8-pot front calipers with 330mm discs, Ferodo DS2500 pads, EBC rear discs and Yellowstuff pads

### INTERIOR:

Flocked dash and doorcard tops, Spoon half-rollcage, seats retrimmed in grey and black leather with matching doorcards, custom carbon centre console, Mugen carbon shifter, twin 2.5-gallon air tanks – airbrushed by Ces Lackenby to look like old Jack Daniel's whiskey barrels, boot lined in solid oak, copper hardlines

### THANKS:

"Thanks to my bosses at BG Motor Services for letting me do all the work inside and leave the car inside at all times. A big thanks to Tony at Tony Guest Automotive – this has been a labour of love even from him! Joe, Justin and Saj at Custom Paints for getting paint sent out quick to me whenever I needed it, and helping me whenever I needed it too. Thanks to Ben, Ross, Pete, Paul and Adam for helping me get the car ready in such a short time span. Ces for the airbrushing work on the air tanks. And the wife, for putting up with everything."



Chromacoat Golden Night is a stunning colour choice



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MStyle turned up with this stunner

Words & Photography: Slim Jules & Glenda

# AUTOSPORT INTERNATIONAL

When the FC alarm clock is set for 5:30am on a rainy Thursday morning in early January, you know it must be for something special...

**Let's be honest. January is the worst** month of the year. After the indulgence of the Christmas break comes the reality of going back to work, going on a detox and being skint. January sucks. Well, it does if you're not a petrolhead. For us lot, there's a big bright light at the end of the tunnel and it's called Autosport International.

Autosport at the NEC is a show that somehow combines a colossal collection of car culture from just about every genre, era and place you can think of. There aren't many shows where you can find F1 cars old and new rubbing paintwork with BTCC cars, drifts cars, tuned cars and rally cars from the past and present. It's like someone took all your favourite toy cars

as a kid and chunked them into one large NEC shaped toy box. You get the idea.

It may be based around the motorsport side of the industry, but there's more than 'just' race cars on display. In recent years the show has introduced the Performance Hall, which caters for the side of the market more familiar to us. In fact, in there we spotted some past feature cars and even some future ones, too. It was also the place to go if you've won the lottery and want a modified supercar that matches your diamante bedroom furniture. As they say, you can't buy class!

But there's more. Autosport is the place to launch new products, unveil new race cars and their drivers. And, on the trade and press only

days (Thursday and Friday) it's where the UK's top industry leaders, world's best automotive press (and us) meet to determine what's hot and what's not for the year ahead. There's lots of meetings, beers, talking cars and a few hangovers as well.

Also, it's a place where you can spend some of your pocket money. With everything from detailing gear to motorsport memorabilia, models cars, and other cool man-cave must-haves. If ever there was an automotive tonic for the post Xmas gloom, Autosport International is it.

So in 2021, remember, when the final NYE champagne cork has popped, don't despair, as Autosport International will be near.



### Urban Wraps ▶

Why are there pictures of two SUVs in Fast Car? Well, these aren't any SUVs. These are Urban Automotive enhanced SUVs and they're about the coolest 4x4s on the planet. But there's more. These cars are wrapped. Yes, those high-gloss finishes are vinyl-based. Made by an American company called Inozetek, the good news for us Brits is that Urban Automotive are the UK authorised distributor, so hit them up if you want a true high-gloss wrap.

Oh, and as a side note, check out the camo-carbon on the G63 Wide Track! Simply awesome.



That's a wrap...



... and so is that



Sol's Gulf-coloured Golf



Are neons making a comeback in 2020?





## OUT THERE



### Ferrari 308 GTB Group B ▶

That's right, people. Ferrari might be most famous for their track-based race cars but this Group B rally 308 was built with Michelotto parts and driven by Antonio Zanini. In 2015 the car came to BGMSport for a full restoration and since has been driven up the hill at Goodwood FOS and competed in the Modena Cento Ore Classic and finished 2nd overall. Form is temporary. Class is permanent.



Very understated



Bagged Escos is next level



Atara Pisang rims and RS Carbon arches look gorgeous on this 240Z





## F1 2021 ▶

If you're an F1 fan you'll know there's going to be a big rule change in 2021, designed to mix up the field and encourage closer racing. But why's that relevant to non-F1 fans? Well, check the wheels. They're swapping the small 13-inch rims and fat-wall tyres for 18 inchers and low profiles. So, who's going to be the first person to try and fit F1 wheels to their car? We bet we see it by 2022.



## Diesel Power ◀

There were plenty of racing icons on display, but one very special one was the Audi R10 TDI. This was launched in December 2005 with a 5.5-litre twin-turbo diesel V12 engine. In 2006 at the Le Mans 24 Hours, Frank Biela, Emanuele Pirro and Marco Werner piloted the R10 to victory and shocked the world with the first ever Le Mans 24 Hours win for a diesel-powered car. The R10 made three appearances in total at the Circuit de la Sarthe and remained undefeated. The car was retired in 2009 to make way for the 5.5-litre V10 turbo R15.





## OUT THERE



### Live Action ◀

Autosport's live action arena is the best in the business. There's no beat-up Beemer doing doughnuts under a dodgy PA system. Nope, they showcase the weird and the wonderful in the world of motorsport. This year's one-hour show was hosted by Sky F1's commentator David Croft and YouTuber Miss Emma Walsh and featured the adrenaline-fuelled SXS cars, the Team Maximum Lock Precision Driving Team and a stunning finale including Terry Grant and the Mission Motorsport team. Top show!



CAS always bring it...



... as do Liberty Walk Europe



Sir Isaac Newton turned up in his bagged R8







### Top Gear

Some of the UK's biggest companies use this show as a platform to launch their latest products. We saw the lot: from turbos as big as our heads, colossal big brake kits, lightweight carbon fibre seats and wheels to body-styling kits and some rather weird stuff. Also for the press and trade days there's a massive engineering hall, with some things so clever-looking we didn't really understand what they were for. If stopped by some clever race engineering type person we just said "Wow" and "Amazing" and nodded our heads lots before making a sharp exit. If you've got something cool to sell, it's the place to be.



### Go Next Year

Dates haven't been released yet, but keep an eye on [www.autosportinternational.com](http://www.autosportinternational.com) for the latest.



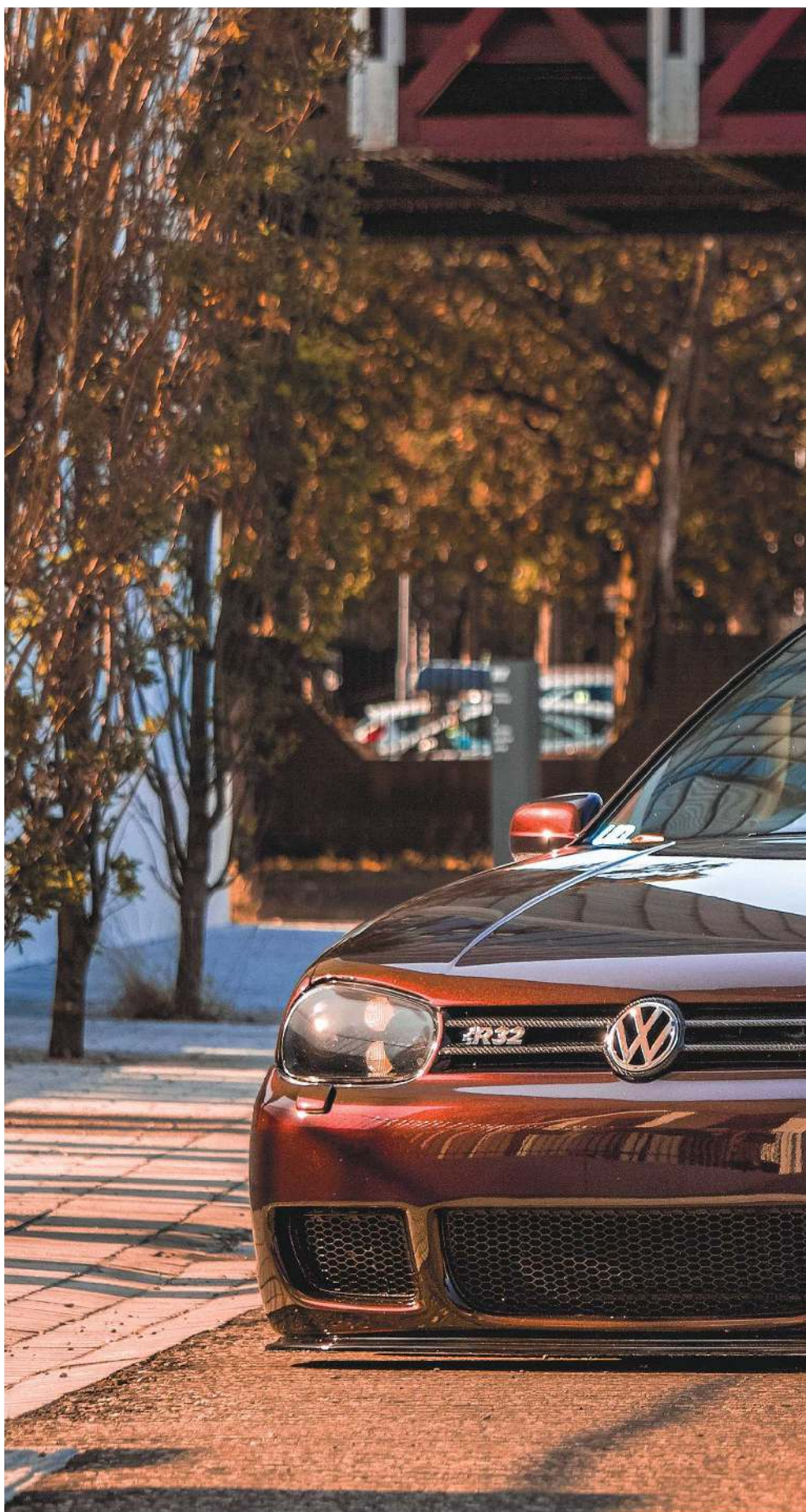
Peacocking in magnificent shape-shifting paint, Chris McIntosh's bagged R32 pulls together a world of stylistic influences to create the perfect modded ride for modern Scotland...

**First impressions count for a lot, that's** true in all walks of life. Strutting into a room in a crisply tailored suit and owning the floor with steely-eyed charisma and affable charm will permanently file you in everybody's minds as a good egg, whereas a limp and sweaty handshake or an inadvertent mispronunciation of your own name will forever label you as the forgettable type. We as a species like to think we're pretty on-point with forming accurate spur-of-the-moment character analyses, although this isn't always the case. Your first impression of this particular Mk4 Golf might be that, yes, this is the zenith of where the SoCal scene is right now; glinting in the brilliant sunlight, this bagged R32 rocks a slick Stateside vibe that could only have come from the anti-Detroit import culture of hot rod-obsessed California – the disco paintwork, the wheels, the stance, it's pure aftermarket Americana.

And then you arrive at the rear of the car, and note with a raised eyebrow that it's actually wearing UK plates. All at once, the pieces fall dramatically into place. The order of the universe realigns itself. Because the ubiquity of social media has shrunked the world, and styles are no longer anchored in geography. This sunlit VeeDub perfection cannot be found cruising the Pacific Coast Highway. No, its owner and creator – Chris McIntosh – actually hails from a windblown corner of rural Scotland.

### CAR FRIENDS

"I'm just a young lad from a small Scottish town, who has always loved modifying cars with his mates at the weekend – can you





VW GOLF R32

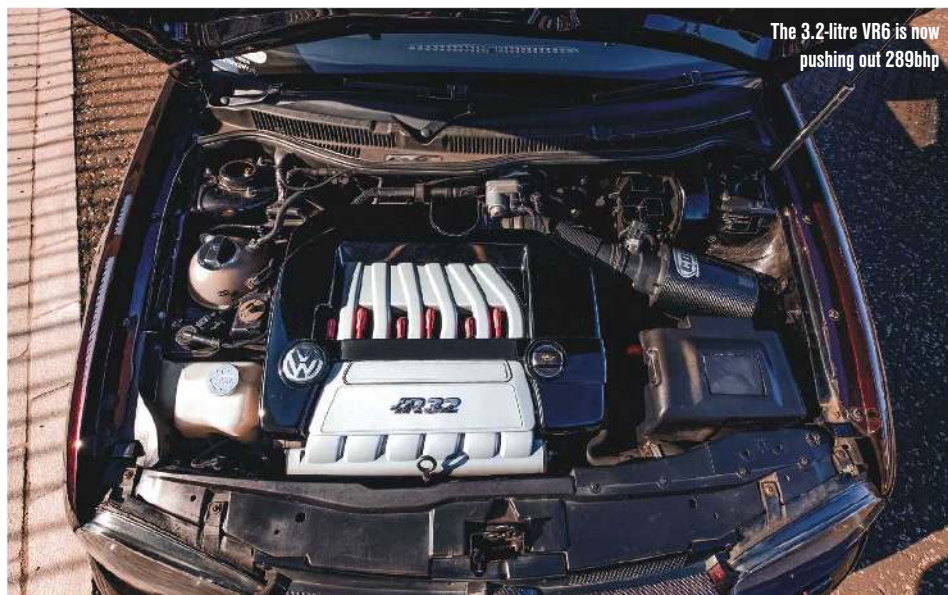
Words: Joe Partridge Photography: Original Persona

# GLOBAL HYPERCOLOUR





## HOT RIDE



The 3.2-litre VR6 is now pushing out 289bhp



Badge of honour

think of anything better?" he grins. "This is actually only my third car; my first was a one-litre Polo 6N2, which was the car that started my love of modifying. I would work all week, get paid, then buy mods for it! After a while it was time for change, so I bought a Honda Civic EP3 Type R, and the same thing happened – I spent all my money on it! That was wrapped in yellow and was on air suspension, which really upset a lot of Honda fans..."

And so the most recent stepping stone represented a logical progression: the first car was a 1.0-litre, the second was a 2.0-litre, so three-litres completed the pattern, right? Well, 3.2 is close enough, and as it turned out the Mk4 Golf R32 is a car that Chris had always fancied. The purchase price and the insurance costs had thus far been

prohibitive, but when he reached the age of 22 a couple of years ago it all started to come together.

"After a bit of searching, I found this car advertised online," he recalls. "It was a fair distance away, a fourteen-hour round trip, but I knew it was the one. I had to have it! So I made an early start, and by the time I got home that night I finally had my own R32. It was in very good condition, but of course it'd be needing my personal touches to really make it mine..."

This is an abject lesson in sheer bloody-minded logic for all those people online who come out with comments like 'I'd love to buy your car, if only you were closer' – it's not beyond the wit of man to travel somewhere and then travel home again, particularly given that the car itself

is a means of locomotion. (The world may be figuratively shrinking, but despite the geographical massiveness of reality it's still easy enough to actually travel to other bits of it.) And with the perfect car purchased, it's encouraging and endearing to note that Chris was viewing it as a starting point rather than a box ticked.

Helpfully Chris is a mechanic by trade, and this growing technological skillset works hand-in-hand with a very particular mindset whereby, as much as humanly possible, he likes to do everything on his cars himself. So this is largely a home-brewed build, he's got the oily fingernails to prove it, and every step of the makeover was personal.

"It means so much more to me to do all the work myself," he says. "Like fitting the air-ride system and the boot build, that was

### OWNER PROFILE:

**Name:** Chris McIntosh

**Age:** 24

**Occupation:** Mechanic

**First car:** VW Polo 6N2

**Favourite car:** Mk4 Golf R32

**Favourite modification on your car:** Either the colour or the air suspension, I can't choose!

**Favourite show or event:** Dubshed or FittedUK

**Track day or show and shine:** Show and shine

**Lessons learned from this project:** You're never finished, you always want new parts...

**What's next:** I have Porsche 996 Turbo front brakes to go on, as well as a genuine US R32 rear bumper waiting for paint; the wheels are going away to get the centres fully brushed for next year, more carbon fibre... and then more memories!



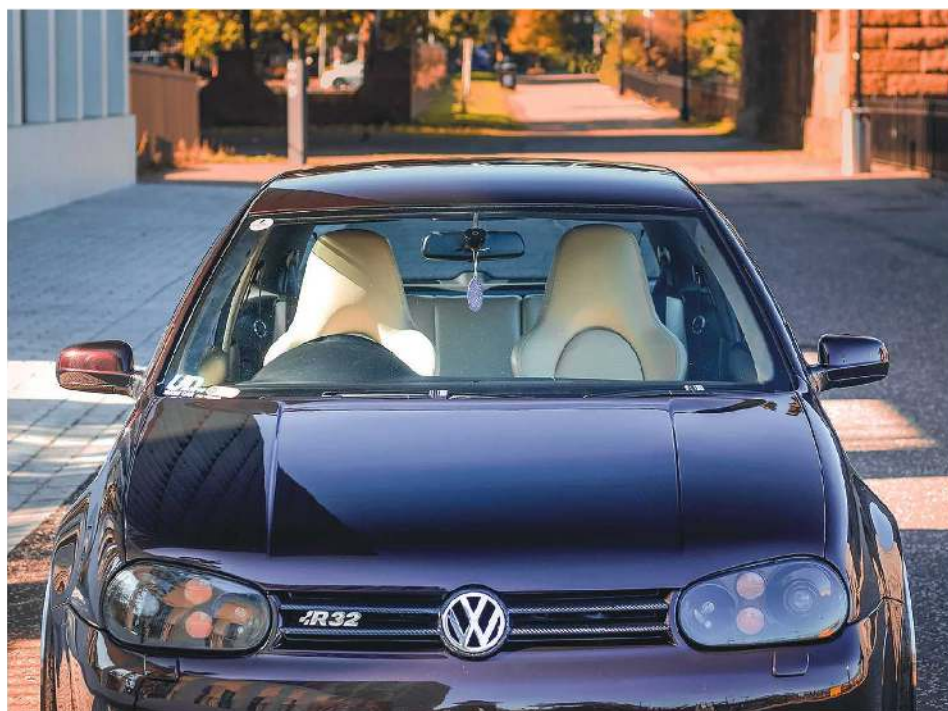


“this is largely a home-brewed build, he’s got the oily fingernails to prove it”



### THE X FACTOR

Chris's paint choice here is very cool, and it's something we're surprised not to have seen on more custom builds in recent years. Named 'Caviar Pearl', it comes from Jaguar's 21st-century paintbox, and it's a so-called 'Xirralic' formulation. What's that? Well, in essence Xirralic is a pigment made of aluminium oxide platelets covered with titanium oxide, which means that it has a much stronger glitter effect than traditional metallic paints, with a unique and unusual shimmering effect in bright sunlight. If you look at Caviar Pearl in shadow, it almost appears dark brown, but as the light hits it becomes a sort of disco aubergine before morphing into a full-blown glitter purple. And the colour's wasted on the likes of the Jaguar XF, it's much better suited to a bagged Golf R32!





## HOT RIDE



Retrimmed Porsche 996 seats  
suit the build perfectly

all done on my mum's driveway... there was some struggling as you can imagine, with it being on axle stands on the drive. But that's all part of the fun!"

The careful and painstaking measurements required to imbue the Golf with the ultimate stance were treated to an additional curveball of complexity when it came time to choose wheels. Because, you see, Chris isn't the type of guy to simply pluck a set of wheels off the shelf having spied a label reading 'Mk4 R32 fitment'. No, he chose the design and dimensions he wanted, then created all sorts of headaches for himself making them fit. The rims in question are 3-piece CCW Classics, a staggered set of eighteens measuring 9-inches across at the front and an extra inch out back, and that's a lot of girth to squeeze under a Mk4. The front end's been helped out by SRS-TEC wings which are a helpful 25mm wider apiece, but it still took some





wrangling. "With most of my parts, I just hunt the internet for something I like or that stands out, and then buy it," he shrugs. "If it doesn't fit, I think of a way to make it fit; with the wheels I had to add some camber and smaller tyres, and it all worked out just as I imagined."

Those wider front wings form just part of the exterior artwork, as there's been a huge amount of upheaval to create this sun-shiney Californian vibe. The paint is the key lure here, a Jaguar shade by the name of Caviar Pearl, and it's a brilliant choice which harnesses 21st-century paint technologies to evoke a 1990s colour-shifting aesthetic – it's halfway between a Global Hypercolour t-shirt and a flip-painted TVR. The eagle-eyed will have spotted a whole world of smoothing: the bumpers, roof aerial, rubstrips, boot handle, it's all been shaved and perfected in the old-school style, with the look then brought



One of the best side profiles we've ever seen

right up to date with a smattering of carbon fibre embellishment. The front grille, wiper arms, mirror surrounds, they gleam with the glossy weave, and it creates a motorsport chic that's mirrored in the high-end interior treatment. Porsche 996 seats wear sumptuous cream trim, courtesy of Del at Optimus Automotive Trimmers, and the feel speaks of luxury-infused track menace. If it weren't prowling around Scotland, it'd be ready for playtime at Laguna Seca.

## SHOW AND GO

While we're on the subject of power, just take a look at what's lurking under the bonnet. VW's celebrated VR6 in full-fat R32 spec is a formidable thing even in showroom form, but when you shove in a set of Schrick cams and bolt on a custom and completely unsilenced straight-through exhaust system (which, believe us, sounds like the enraged bellowing of the devil himself), you're just a robust remap away from 289bhp – a situation with which the plucky 24-year-old is understandably pretty chuffed. All of this holistic modding prowess feeds into an intercontinental sharing of ideas that's been bubbling away for generations: the phrase 'global village' has been circulating since the 1960s, when Canadian professor Marshall McLuhan outlined the idea that the instant transfer of information from electrical devices had effectively shrunk the world. It all came true, his work basically predicted the internet; nowadays it mightn't occur to you to write a





Chris fitted everything on the car including the air ride

## TECH SPEC: VW GOLF R32

### Styling:

Jaguar Caviar Pearl paint, smoothed bumpers, smoothed roof aerial, smoothed boot handle, smoothed rub strips, SRS-TEC 25mm-wider front wings with smoothed indicators, blacked-out US-spec headlights with twin amber running lights, carbon fibre front grille, carbon mirror surrounds, carbon wiper arms, US-spec mirrors and glass, Euro-spec taillights, Triple R Composites front splitter and sideskirt extensions, VW Sharan 90mm boot badge, gloss black bumper grilles

### Tuning:

3.2-litre VR6, Schrick cams, stainless de-cat manifold, stainless straight-through cat-back exhaust system (no silencers), BMC CDA carbon induction kit, Porsche oil and coolant caps, billet washer cap, painted valve covers and fusebox covers, remap, 6-speed manual, Forge short-shift

### Power:

289bhp

### Chassis:

9x18in (front) and 10x18in (rear) CCW Classic 3-piece split-rims – with pearl grey centres, polished lips and polished centre caps, 215/35 (f) and 225/40 (r) Achilles tyres, Air Lift Slam Series bags and struts with Air Lift 3P management, Only Charged Dubs camber top mounts, adjustable rear camber arms, chassis notch, OEM-size Brembo pads and uprated discs

### Interior:

Porsche 996 front seats, R32 rear bench with centre headrest deleted, seats and gaiters retrimmed in cream with grey stitch by Optimus Automotive Trimmers, home-made air install and boot build with candy apple red air tank, polished hard pipes and OEM carpeting

### Thanks:

"Thanks to my girlfriend Sian for putting up with my moods when things don't go to plan! And my mates for helping me at weekends."

letter to someone in Australia or Japan and send it by air mail instead of just emailing them, or even to look something up in a weighty paper encyclopedia in the local library when the job can be done with two seconds of Googling. The world has never been smaller. And while this state of affairs may seem a little bleak in terms of heritage and tradition, it does at least offer certain benefits to the automotive scene: it's easier than it's ever been to connect with like-minded enthusiasts from around the globe and share ideas, source parts, compare and contrast. We live in a hivemind that makes things better for us all.

Don't go thinking that this is an out-and-out show car, though. Despite the top-flight specs and the flawless finish, this hasn't simply been a case of Chris absorbing global trends and redirecting them through his own Scottish prism. "Believe it or not, I daily the car," he assures us. "I do also have a Jeep for carrying parts and that, but most of the time I'm driving the Golf. People are always staring at it when I'm out and about, and when it's aired out at my work people don't understand how it works – 'How do you get over speed bumps?' and 'That looks broken', they're the two I get most often!" Yep, that's a human constant which is true the world over. From Arbroath to Adelaide, Los Angeles to Londonderry and Minsk to Micronesia, we're united in a common pursuit. A SoCal-style Golf in Scotland? Hell, maybe the Californians have been stealing ideas from the British Isles all along... ■



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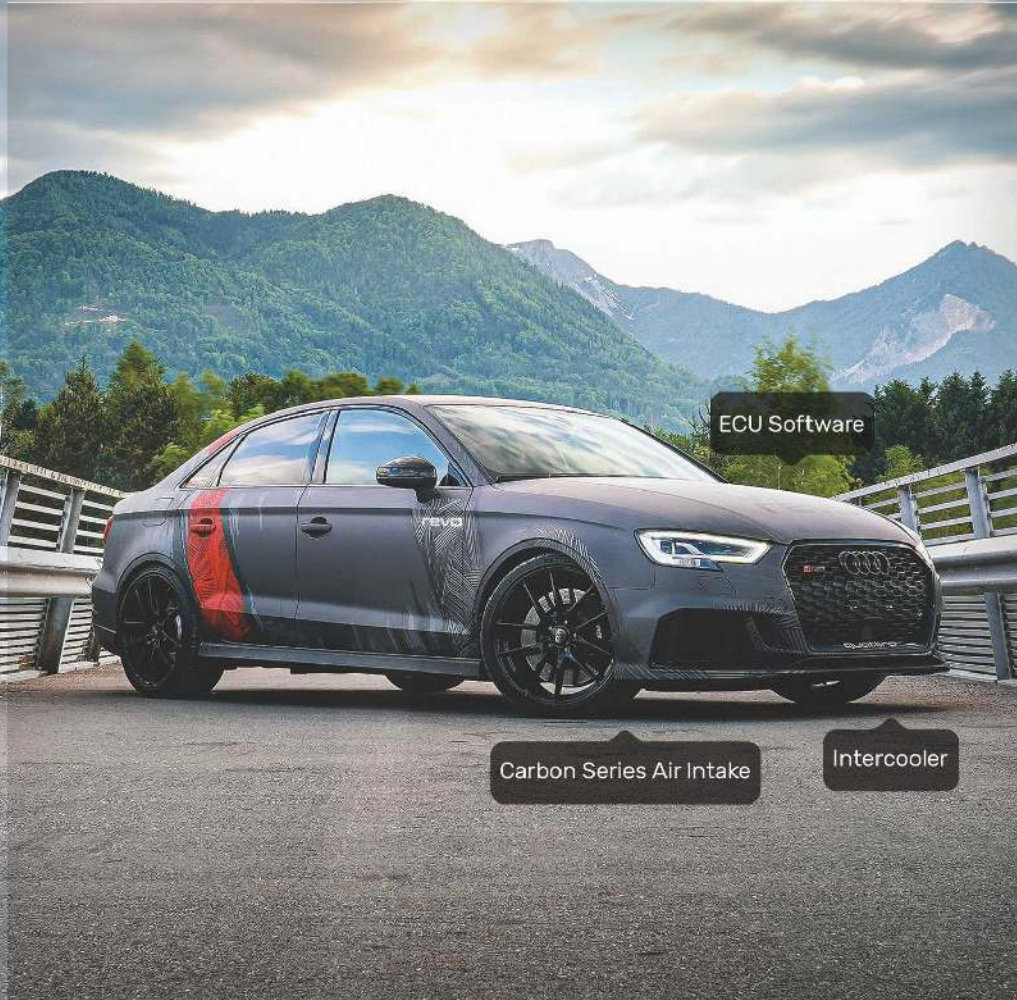




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# TOP 10 MOTORWAY BRUISERS

**Master of the A road, that's you.** Every night in a different Travelodge, smoothing out your M&S polyester-cotton blend in the Corby trouser press, rinsing the minibar for fun-size Pringles tubes and coagulating Haribo. The alarm's set for the crack of dawn, because you have places to go and people to wow. Time is money, my friend, and the execs signing cheques in Swindon or Maidstone won't be impressed by someone who arrives in the office car park in

a dishevelled old Vectra, wearing crumpled nylon and stinking of last night's all-you-can-eat seafood buffet. That's why you drive a full-fat motorway bruiser. The bottom-of-the-range turbo-diesel runabout just wouldn't cut the mustard with your go-go lifestyle. You need your executive saloon to be the big-power variant, with the brawny motor and all the toys. Because nice guys finish last. If you want to dominate the motorways, these are the cars you need to have on your wishlist...

“Nice guys finish last. If you want to dominate the motorways, these are the cars you need on your wishlist”





### Vauxhall Insignia VXR

The old Vectras taken a lot of flack over the years for being boring, because, let's face it, it usually is. We have seen people turn Vectra VXRs into pretty cool projects, but for the most part it's not a car to get the blood pumping. And the same's true of the Insignia that replaced it – a large, bland, neutral-handling appliance. Until the VXR arrived, that is. Because the top-of-the-line Insignia is frankly a bit of a nutter. It's got a turbocharged 2.8-litre V6 which is the very definition of overkill, serving up a beautifully unnecessary 321bhp. 0-62mph is despatched in a mere 6.7 seconds and your annual road tax bill is a mighty £555 – which isn't something to be ashamed of, it makes an excellent bling-bling boast in the Travelodge bar. Screw the planet. Forget the polar bears. Sod the increasing moves toward eco motoring. Embrace your 251g/km CO2 output. Life's too short, eh?

**PRICE TODAY:** £8,000

**TOP 3 MODS:** Courtenay Sport remap, KW V3 coilovers, lightweight flywheel



### Volkswagen CC

If there's any car that's going to swish you to your location with pleasing thrust while flying under the radar of the boy racers, it's this one. What Volkswagen did in creating the CC was a stroke of genius, really; in its first generation it was badged 'Passat CC'. Whereas the CC name was used by other manufacturers to mean coupe-cabriolet, VW's own interpretation was comfort-coupe. They took the humdrum run-of-the-mill Passat and redesign the body as a sleeky four-door with a coupe-like vibe – like Mercedes-Benz did with the CLS. So the underpinnings are all Passat, but it's all a bit more... posh. If you get a post-2012 facelift car (simply badged Volkswagen CC), you get a more modern nose-and-tail design, and opting for the GT spec gets you all the gadgets and the nicer seats. Most importantly, you need to look past the fact most of the CCs on the market are either diesels or automatics (or both) and find yourself a 2.0-litre petrol with a manual 'box. The TSI engine's good for 211bhp standard, and a Revo Stage 1 remap takes that up to anywhere between 250-280bhp. You'll be swishing into the Grimsby Premier Inn in no time.

**PRICE TODAY:** £9,000

**TOP 3 MODS:** Revo remap, BMC CDA induction, Air Lift suspension







### Saab 9-3 Turbo X

It's often said that Saab is the brand of choice for architects. That says a lot. Architects are obsessed with detail, with life-affirming design and quality construction, and even though Saab is now a defunct brand it doesn't scare off the intellectual elite. Parts can be found if you know where to look.

The demise of Saab does scare a lot of buyers off though. Which helps to keep them nice and cheap. And you're not scared of anything, are you? You stared down Bill from the Swansea office at the annual meet-and-greet coffee morning at the Ibis in Croydon. You don't lose sleep over the reliability of Swedish cars. Yes, the 9-3 Turbo X is surely the motor for you. It's got 276bhp. It'll do 0-62mph in a brisk 5.4-seconds. And it's got some tasty extras over the 2.8 V6 Turbo Aero model it's based on: Haldex AWD. Namely, stiffer springs and dampers, huge brakes and a massive boost gauge. Everyone will assume you're a booksmart cerebralist. You don't need to tell them you're actually a total hooligan.

**PRICE TODAY:** £7,000

**TOP 3 MODS:** Abbott Racing remap, BSR induction, Jetex exhaust

“The 9-3 Turbo X is the motor for you. It's got 276bhp. It'll do 0-62mph in 5.4-seconds. And it's got some tasty extras”





### Ford Mondeo ST220

Life on the road is full of ups and downs. When your ducking and diving has led to win after win, you'll find yourself flush and happy. But – like Delboy – things can also take a downturn and you may find your car-buying budget shrinking. Fear not! You can still join the motorway bruiser club: you only need a couple of grand to pick up a tasty Mondeo ST220, and it's a car that ticks a lot of boxes. The 3.0-litre V6 motor gives you a beefy 226bhp and the cabin comes stuffed with all sorts of fancy shiz: eight-way adjustable electric leather Recaros, cruise control, a Sony 6-CD changer, heated windscreen... It's well tasty. Ford gave the exterior an imposing makeover too, with uber-cool

multispoke alloys, a subtle bodykit and an utterly magnificent shade of blue paint. (Other colours exist, but why would you?) The ST220 is available in hatchback and estate form. But the one you really want is the saloon – because of the three, it's marginally the least practical, which speaks volumes about your prowess as an inveterate wheelman.

**PRICE TODAY:** £2,000

**TOP 3 MODS:** Milltek cat-back, K&N induction, Pumaspeed X3 Pro Tuning Box



### BMW 540i

The E39-generation 5 Series represented a golden age for BMW. The Bavarian supremos were on top of their game in terms of design, quality, engineering, performance, all the stars were neatly aligning. The big saloon was instantly heralded as one of the best cars available to buy in the whole world back in 1995 and it still represents a cracking buy today.

And this reputation feeds directly into your motorway bruiser aspirations, as you hop from conference to conference to meet those ever-growing targets. People who don't know much about cars won't give it a second look as it's just a big Beemer. Those in the club will give you a knowing nod as they'll appreciate what a modern classic the E39 is. The best part, of course, is that you've opted for the 540i, because despite that silk tie and button-down collar you're a true baller. You're hiding a 4.4-litre V8, spitting 286bhp up the M1 and smashing those corporate paradigms to smithereens.

**PRICE TODAY:** £6,000

**TOP 3 MODS:** Jaguar supercharger, M5 bumpers/mirrors, Bilstein coilovers





### Volvo S80 V8

When you've got clients to impress, you can't be turning up in a Focus RS that's spitting flames from its ASBO exhausts. They won't give you the time of day. And arriving in a Porsche will tell them you're creaming too much profit for yourself. You have to rock up in a car that suggests you're a level-headed thinker, doing well for yourself because you do things properly. And what could be more sensible than a great big Volvo?

The S80 was Volvo's flagship saloon, a big and imposing thing offering Jaguar-like equipment levels with architect-spec dependability. But best of all, it's not actually sensible at all. Sure, the middle-managers at the Ramada Inn symposium may immediately have you pegged as a grown-up, but you're driving the V8 version – the one that almost nobody bought, hiding a completely stupid 4.4-litre V8 under its unassuming nose. We're talking 310bhp, a sub-six-second 0-62mph time, and a subtle rumble that won't give you away but will give your bowels a little shimmy every time you flex your right ankle. See, all is not as it seems. Everyone will think you're sensible in this car. We won't tell anyone you're actually a vicious sociopath.



**PRICE TODAY:** £10,000

**TOP 3 MODS:** Direct-port nitrous, custom cold air intake, custom straight-through exhausts





## TOP 10 MOTORWAY BRUISERS

### Jaguar XFR

So, you're doing pretty well for yourself are you? You've smashed the Slough conference, you blew everybody's minds on the away day to Bruges, all the charts are showing upward curves... You'll be needing to get yourself a Jaaaaaaag.

But which Jaguar is the one for a virile go-getter like yourself? An XJ is too old-manish, you can't be seen swanking around in a sporty coupe and there's no way you're settling for an SUV. So that leaves the XF. And yes, it's the perfect motorway muncher for you! Go for the XFR and you get a sodding great 5.0-litre V8 with a supercharger strapped to it – that's good for 503bhp and

enough torque to ruck up the tarmac like a Vignetta. The interior's like Blenheim Palace with a steering wheel and the transmission tunnel doesn't have anything as gauche as a gearstick or a handbrake spoiling its smooth lines. Those things are for poor people. And that might be you next year, so flaunt that wealth while you can!

**PRICE TODAY:** £10,000

**TOP 3 MODS:** Smaller supercharger pulley, stringback driving gloves, smug expression



### Alfa Romeo 159 3.2 V6

According to Quantum of Solace, Alfa 159s can keep up with Aston Martins even when said Alfas are running diesel motors. So imagine the fun you can have with the balls-to-the-wall 3.2-litre V6 petrol engine!

This car offers a person of your A-road-munching persuasion the ultimate level of subterfuge. It may have gone out of production back in 2011, but the design is so crisp and fresh it still looks brand new. Pick up a tidy example, wang an ageless plate on it and the suits at the HotelF1 in Boulogne will never know the difference. Its ineffable stylishness will draw their attention away from your cheap C&A threads. And they'll undoubtedly be impressed when you toss your keys on the bar at day's end. After a few Canadian Clubs you can drop the fact your Italian stallion is packing 256bhp and Q4 all-wheel-drive into the conversation. And bam. The contracts are yours.

**PRICE TODAY:** £7,000

**TOP 3 MODS:** Pipercross panel filter, Autodelta exhaust, KW V3 coilovers





## Peugeot 508

This is the real dark horse of the group – a car so obscure and anonymous no-one will suspect a thing... Until you canter past them in the fast lane! Using the same 1.6-litre THP motor you find in various other Peugeots across the range, its factory output of 156bhp may not sound all that thrilling, but this can very easily be massaged closer to the 200bhp mark with a simple remap. Your under-the-radar execu-barge will keep you comfy with all its convenient mod-cons; squishy chairs, sat-nav, Bluetooth and audio-streaming, cruise control and all that malarkey. Everything's thrown in. But the best part is that when you pull into the windblown car park of the Comfort Inn in Ramsgate, nobody will expect anything from you. You'll be sidelined as an also-ran, a generic thinker, someone with little to bring to the table. And that's when you strike. Taking them all by surprise with your canny business nous and winning the contracts through shock value alone. See, remapped 508s are driven by cunning people. Don't let the shirt hanging in the rear window and boot full of photocopier toner fool you. This is the smart choice. And it's only five grand.

**PRICE TODAY:** £5,000

**TOP 3 MODS:** Pug 10off remap, K&N panel filter, H&R springs



## Audi A5 Sportback

This peculiar model is a niche within a niche. Audi wanted to turn the A4 into something sportier, so they redesigned the body into a two-door coupe to create the A5. Then they felt like making an A5 with more doors. But that isn't an A4... Oh no, it's an A5 Sportback. Confused? Yeah, try not to overthink it.

The coupe is available with some whopping engines, but the two-door form doesn't really fit in with our motorway bruiser theme, so the five-door Sportback hatch is the one you want. Find it in 2.0-litre TFSI spec and you get 208bhp straight out of the box, and – much like the VW CC

elsewhere in this guide – a simple Revo Stage 1 remap takes you up to a somewhere between 255-285bhp. Make sure you get the S-Line spec to enjoy the huggier seats; the ones in the SE spec are squishier, but that won't impress Linda from Accounts when you're lapping the Brenley Corner roundabout at improbable speeds.

**PRICE TODAY:** £6,000

**TOP 3 MODS:** Revo remap, Supersprint exhaust, sweeping indicator upgrade module





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# FRESH KIT



## KICKER HIDEAWAY HS10 COMPACT WOOFER, £400

The bods at US audio giants are so very proud of this new product, they asked us to park our ample arses on it, quite literally. In fact, we had to sit on this one for a few weeks in the proverbial sense too, because this high-end, hideaway woofer was kept a strict secret until it was launched at the enormous CES Show in Las Vegas, the consumer electronics equivalent of SEMA.

As you'd expect, like every other Kicker offering, it went down a storm. We're happy to say the embargo is up, and the first shipment is set to hit the UK at the end of this month.

But what makes this super-compact, under-seat box of serious boom so bloody special? Well, it's basically a 2020 update of one of the most popular audio products of the last decade. This may be practically the same size (or just 2mm taller, if we're being picky) as the world-beating HS8 woofer launched way back in 2011, but it's packing a driver that's a full two inches larger. And, along with a monster 180-watt amplifier, it's all crammed into a chassis that's not much bigger than this page, and should slide under just about any seat.

Hold on to your love spuds too, because this is Kicker we're talking about. So that's 180-watts

of proper RMS grunt. Enough for your boys to be banging together like some sort of hairy Newton's cradle. Talk about 'feel' the bass, eh?

That's not all. There's also a whole load of tech designed specifically for the coming decade. It's fully compatible with stop/start vehicles. So, where most amps will shut down when the voltage drops from the starter, this one will carry on like some sort of demented Duracell bunny, meaning there's no annoying 'pops' when it fires back up. The HS10 will also take any input signal from 0.25 all the way up to 40 volts. So it can be fitted to any car without the need for a

line-out converter. In other words, it's everything your backside deserves. And your ears, too, for that matter.

[www.kickeruk.com](http://www.kickeruk.com)

### FEATURES

- 10-inch woofer
- 180-watts (RMS)
- 35x25x8cm body
- 0.25-40 volt high-level input
- Compatible with start/stop vehicles
- Remote bass control included





FRESH KIT

# NEW PRODUCTS

The shiniest and freshest mods on the market

## TURBOZENTRUM HYUNDAI I30N HYBRID, £2,254

We said on the very day they launched the Hyundai i30N that it would prove to be a monster for power tuning in the future and the good news is that the boys at TurboZentrum have proved us (unusually) correct by developing this rather special hybrid turbo.

This little blower may look a lot like the original unit. But with just a few basic supporting mods, it's capable of over 400bhp. Which in the compact Korean rocket is more than enough to keep those arse cheeks in a perpetual clench!

With a load of clever in-house machining – technical stuff like milling the compressor wheel for maximum flow and gap-optimising both housings – this Stage-3 item is specifically designed to add gobs of grunt while, most importantly, keeping all the top-notch drivability.

All very handy, we think you'll agree. They can even do all this work on your standard turbo, for much the same effect.

Being a hybrid that deals with internal mods, rather than a conversion to a whole different turbo, it not only keeps the costs down on extra parts like manifolds and the like, but crucially it makes the fitting a simple bolt-on affair. An epic bit of kit, for an epic little hot hatch.

[www.turbzentrum.co.uk](http://www.turbzentrum.co.uk)



## Wacky Wheels For 2020

### AutoStar Sutorro, £113 (each)

They just don't get any more retro Jap than these, do they? Except of course that they're brand new for 2020, even if they do look a tad like they've been dug up from some long-forgotten '70s workshop on the outskirts of Kyoto. But that's the point, isn't it? There's no school like the old skool and these are some of the craziest 15 inchers we've seen... well, in the last 50 years. Not to mention some of the best looking.

But that's not all. With a nice girthy 8-inch width and a 4x100PCD, there's plenty to love for both the Euro and Jap boys here.

If these aren't one of the most popular rims of the season we'll be smearing our hats with wasabi and tucking right in!  
[www.autostarwheels.com](http://www.autostarwheels.com)

**Size:** 8x15-inch  
**PCD:** 4x100  
**Offset:** ET25  
**Finish:** Black/polished



### White Label C4, £124 (each)

We reckon inspired is the word when it comes to these polished beauties. In fact, the more observant wheel whores will already have the term 'sawblade' on the tip of their tongue. The clue is in the C4 bit here... corrrr indeed!

Still, although the OEM wheels from a certain American legend are similar in design (albeit only at first glance), not to mention very popular for adapting from a 5x120.6PCD to the 5x100PCD found on '90s and '00s VAG royalty, the C4 here already comes in the correct PCD.

There's also the fact that, unlike the 8.5 to 11x17s you may come across, these 7.5x17s (ET35) are more of a straight-swap job, without the inherent arch fettling. The C4 is clearly about making life easy. The price is appealing, too.

[www.nuts4wheels.com](http://www.nuts4wheels.com)

**Size:** 7.5x17-inch  
**PCD:** 5x100  
**Offset:** ET35  
**Finished:** Gunmetal/polished lip



**FORGE KIA CEE'D BOV/RECIRC VALVE, £150**

More Korean goodness? Too right it is. Kim Jong can bugger right off naturally. But our friends from the sunny south have been killing it on the turbo car front over the last few years. Apart from the Hyundai i30N, we're also particular fans of the rapid ProCeed GT from Kia, a proper leftfield gem and future cult classic.

Anyway, this all-aluminium dumper from Forge Motorsport is a long-awaited master stroke, designed to replace the notoriously fragile (especially after a remap) standard valve on the ProCeed, the Cee'd 1.6 Turbo and the silly-power, 3.3-litre K900 and Stinger saloons.

Of course, you'll all know the benefits of uprated valves but what's particularly clever here is that the FMDV24 can be configured either as a fully atmospheric BOV, or as a recirc valve to fire the pressure back into the inlet tract. And all without tripping the dreaded engine check light. Old skool modding on thoroughly new school motors. We're loving that! [www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk)



Control Your Home From The Road

**ROAV VIVA, £46**

Here's a properly sweet little gadget and another manifestation of the current industry obsession of getting Alexa to work our cars (even though she's probably quite busy sorting out the rest of our lives).

The Viva here is made by technology giants Anker (available on Amazon here in the UK) and it's one of the simplest ways to get Alexa and handsfree-calling in your motor. You simply plug this one into your fag lighter and that's about it. Then you can just say the word for directions, Spotify playlists, turning up the heating at home and all those other things the real love of our lives can do. It also features dual high-speed charging ports. Because. Well. Who doesn't need more of those nowadays? Not bad at all for under a nifty.

[www.anker.com](http://www.anker.com)

**Rota EG6, £150 (each)**

There are rare occasions when a wheel comes along that's nothing like what we've seen before. We're not even sure how to classify the EG6, other than assuming Rota went a bit nuts with a classic flat-faced wheel and a CNC machine. They've ended up with more holes here than your average broth... (OK that's enough, Midge – Jules).

But it's all in a good way of course. This new hoop is nothing short of stunning. And there's also a sweet selection of centre colours, too.

Usable 7x16s are a rare addition to the market nowadays and that's a massive shame when they can be as jaw-dropping as these puppies. Seriously well played fellas.

[www.rarerims.co.uk](http://www.rarerims.co.uk)

**Size:** 7x16-inch

**PCD:** 4x100

**Offset:** ET35

**Finishes:** Gunmetal/polished lip, silver/polished lip, white/polished lip





# LIFESTYLE

The car culture experience doesn't just belong in the garage



**WORX CUBE VAC**, Price £90

Fed up of with dragging your big old vacuum cleaner out to the car? Worry no more, as WORX, the clever guys behind the thoroughly awesome Hydroshot portable pressure washer, are here to help, with the super-compact Cube Vac.

The high-performance, two-speed vacuum delivers 10kpa suction pressure, which is more suck than a Thai... (OK, let's not go there) and features one-touch button emptying with no need for bags or containers.

It comes complete with several cleaning attachments, a flexible hose for getting into all those little hideaways where the Skittles and Maltesers seem to go and with a run time of 25 minutes is capable of cleaning Arnold Schwarzenegger's hummer before it runs out of juice.

Plus, it's part of the WORX Power Share family, meaning it shares the same interchangeable 20V WORX Power Share battery as the Hydroshot.

[www.worx.com](http://www.worx.com)



## IN BRIEF:



**WORX Landroid Robotic mowers**, From £498

No, we haven't lost the plot. You really are reading about a lawn mower in Fast Car. But there's a good reason for it...

When does grass grow at its fastest? During the spring and summer. And when are you most busy with modifying your motor and attending car shows? Yeah, the spring and summer! So, these awesome robotic mowers from WORX (which have a rain sensors) won't just save you time to do the things you love, but it'll also save you getting moaned at by the missus.

[www.worx.com](http://www.worx.com)





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# Fast Mods

**It might be celebrating its 15th birthday this year, but the Astra VXR still has plenty to offer**

The Astra H was the first to adorn the now infamous VXR logo and with 237bhp being pumped out of the Z20 turbocharged motor it was more than worthy of Vauxhall's new performance badge. Some 15 years on and the Mk5 Astra is still a respected hot hatch, but with the help of Nevlock Performance, the stock performance figures of 152mph top speed and a 6.2-second 0-60 time can be vastly improved.

Nevlock stock and sell a whole host of engine component upgrades for the Astra VXR, as well as some essential chassis enhancements too, so we've highlighted some of their most popular parts in this handy little guide.

If you've got a Mk5 and you want more power – and let's face it, who doesn't? – then you need to give these guys a call...

## ASTRA VXR



**WOSSNER PISTONS AND RODS, £675**

If you're looking for a serious power hike you'll be wanting to safeguard your internals with these Nevlock-branded forged items.



**NEVLOCK FMIC KIT, FROM £300**

Keep those air temps down with this larger capacity intercooler, complete with hard pipes. Another essential for those who want a more aggressive map.



**BREMBO 4-POT BRAKE KIT, FROM £450**

A faster car requires better brakes and Nevlock have just the job with these Brembo BBKs, available off the shelf.

Picture courtesy of Nathan Rees



## FAST MODS: MK5 ASTRA VXR



Also available for your Mk5 Astra VXR from Nevlock Performance...

### ■ ROD JOB KIT, FROM £375

Including piston rings, rods, head gasket set (including head bolts), sump gaskets and rod bearings.

### ■ FULLY FORGED BUILD KIT, FROM £1000

Including forged pistons and rods, race or factory rod and crank bearings, full engine gasket set (including head bolts), timing belt kit, and water and oil pumps.

[www.facebook.com/NevlockPerformance](https://www.facebook.com/NevlockPerformance)

[ebay.co.uk/str/nevlockperformance](https://ebay.co.uk/str/nevlockperformance)

02746 450777



### WHITELINE REAR ANTI-ROLL BAR, £175

One of the most respected handling upgrades available for the Mk5 Astra, this Whiteline kit will transform your VXR's handling.



### POWERFLEX BUSHES, FROM £20

The Mk5 VXR is no spring chicken and the chances are the old bushes will be worn. The solution? A Powerflex bush upgrade of course!



Words: Midge

## DIY DAY JOBS & WEEKEND WONDERS

# PERFORMANCE AIR FILTERS

It's step one in the journey to tuning glory...



**This month it's an all-time great in the tuning world** and very often the first mod you'll do on your car yourself. In fact there's no point in paying someone to do this job for you. It's that simple.

Performance filters are designed to get more air in your engine, meaning more fuel can be dumped in and more horsepowers can be produced. Unlike standard items, they

can also be washed and reused over the lifetime of the car, so eventually, they pay for themselves. Kinda.

Basically though, it's all about increased airflow this one, so whether you're choosing a cheeky upgrade for a little more power over standard, or something a bit more substantial as a precursor to a whole load of future tuning, here's what you need to know...

## THE GEAR

### Fitting Time:

Less than 30 mins.

### Costs:

From £40 (panel filter)

From £80 (induction kits)

There's basically two types of filter: ones designed to fit your car. And ones that aren't. I'm not talking about the difference between a panel filter and an induction kit here – the good news is that generally both of these will be engineered for direct fitment. What I mean is the stacks of universal cone filters on sale. To be fair, plenty of these items are decent enough, but they don't always work on all modern cars, because there's often considerations other than the actual filter; things like engine breathers and extra sensors.

The first tip then, is to stump up for a direct-fit item from a leading brand like K&N (available from your local Euro Car Parts, naturally). It's simply the best way to get a filter (or an intake kit for that matter) that will bolt on first time.

Then you just need to decide on whether you'll be fitting a panel or an induction kit, buy one, and you're good to go.

### Specialist Tools:

Nope. No specialist tools needed for this one. Just a screwdriver and a socket set. If you're feeling really flash you can buy a hose clip driver. But that's about it.

[www.eurocarparts.co.uk](http://www.eurocarparts.co.uk)

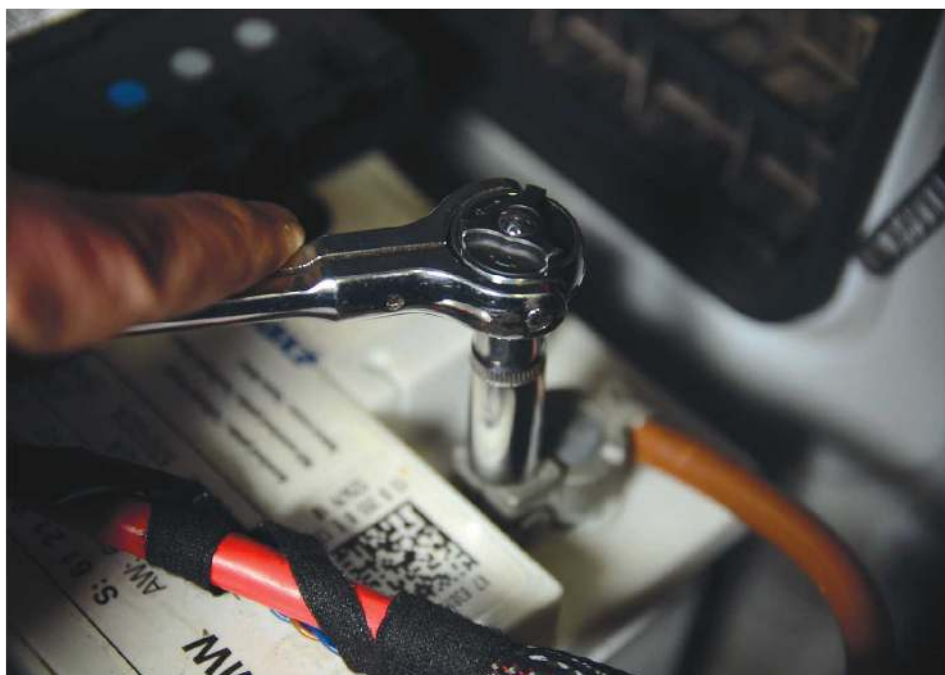
## DO IT!

### 1 PREPARE YOURSELF

Right, disconnect the battery. Yes OK, I know you're probably not going to do this, but my point is that you'll be poking around in your bay with a screwdriver, and often pulling off electrical plugs. We don't want any silly emails saying, 'Yeah, but you never said to unhook the battery first'. It's unlikely you'll get a jolt of course. But it can happen.

Second, make sure you take the keys out of the ignition for the duration of the job. You'd be surprised at how many people leave the engine off but the power on, and then wonder why you're stuck with some sort of warning light as soon as you unplug a component like the Air Flow Meter.

Lastly, do the job somewhere clean and dry. Filters are there to protect your engine from sucking in dust and dirt. If you happen to be in the middle of a sandstorm, you might want to leave the filter on for a bit.





## 2 PANEL FILTERS

Performance panel filters are so easy to fit, it's probably a little patronising to tell you how to unbolt an airbox lid. These simply replace the stock paper filter (which can be a cone shape or more often a flat panel), so instead of talking about the physicality of plonking in the new one, we'll look at how they work, and why (contra to popular belief) they can often be more beneficial than a full-on induction kit.

All performance filters flow more air than the stock item. They also direct this air past the AFM (Air Flow Meter, sometimes referred to as the MAF, MAS, AFS or all sorts of other weird acronyms). Which is basically a sensor used to tell the ECU how much is going in. The ECU then matches this increased flow with more fuel and you get more power. Magic!

Except of course, there are limits. The ECU can only push the timing and fuelling parameters so far, and after that you'll be needing a software



upgrade to make the most of the extra flow. All filters work like this (at least on modern fuel-injected cars) and it's the reason why massively increasing the airflow with a huge cone filter won't always provide the optimum gain without supporting software. Conversely, you can get to the stage where a panel filter in the standard airbox can't flow enough air to make use of the software. Like so often in tuning, it's all a balancing act.



## 3 HEAT PROTECTION

The real problem though comes with heat and more specifically a filter sucking in loads of hot air. Hot air is less dense than cold air so it contains less oxygen to burn for any given volume. Even if you have more air flowing, a relative lack of oxygen in a load of hot air verses less volume but denser cold air, will often sap car performance.

In many situations – you may have an extremely tight engine bay, or spend a lot of time sitting in traffic – it can be more viable to install a performance panel filter protected from heat by the standard airbox, rather than

a more open setup like you'd find with a large cone filter. In this way it's not only a question of the tuning level you're after, but of real-world application, too.



## 4 INDUCTION KITS

Induction kits are designed to replace the whole airbox. Just like performance panel filters, you can achieve good gains up to a point on most cars, but others will need a software flash to make the most of the extra flow. In some cases (New Age Scoobys spring to mind here), an induction kit can actually lose you power, because the ECU will think something is wrong and will back off to safeguard the engine. For this you will definitely need to factor in a software tweak. Most of all though, it pays to go for a trusted brand of filter, so you know the kit has been developed properly.

The cone filter found in most kits will provide a far larger surface area over a flat panel filter for the maximum airflow. This may become important for any future tuning. Think about what's next after the filter: will a panel be enough or are you planning on going further?

Anyway, induction kits come in all shapes and sizes. They can be full-on intakes with new

pipework all the way to the throttle body (or turbo), or simpler items that simply fit to the AFM housing. The clue is usually in the word 'kit'. In many cases it's all the other stuff that comes with the filter that proves invaluable. Many cars

nowadays will have a separate cam breather, or extra sensors fitted to the original airbox, so these will need to be taken care of. An induction kit designed for your car specifically will provide a solution (a separate connector, breather filter or extra mounting hardware), where a universal cone won't. Usually you'll find a whole load of brackets and fittings designed to bolt them in, and if heat shielding or ducting is needed on that particular car, these will be included too.







## 5 FITTING

Sometimes, to battle heat in a tight engine bay, an intake will be developed to relocate the filter away from the heat source or to an area (say, behind a bumper vent) where it's likely to pick up more cold air. Most often though, you'll find your kit will have been developed to sit exactly where the old airbox came out.

In the vast majority of cases, an induction kit will use the original AFM housing for ease of fitment, too. The new filter will fit on the airbox end and, the other will fit to either the original intake pipe, or a new one from the kit. The only exception is where some flagship kits have their own CNC machined housing for you AFM.

The trick here is to be extremely careful when unplugging and removing the sensor from the housing. These are extremely delicate, so only



ever hold them by the plug end and be careful not to touch the sensor element if it's exposed.

Apart from that (and making sure you look for any extra breather pipes connected to the airbox) the principle is pretty simple. Remove the whole airbox, bolt on your new kit, and that's about it.

There are only two real tips here: look at the instructions first, and remember that hose clips don't need to be tighter than a... well, you know what I mean. Just nip them up. You don't need to go mad and risk cracking any plastic housings. If the hoses included are tight to slip on, use a tiny smear of washing up liquid to help.



## 6 PERFORMANCE AIRBOXES AND ENCLOSED RAM FILTERS

Although many induction kits will come with heat shielding when needed, the last, and some say best, solution is an airbox kit.

Basically speaking, some cars produce and retain more heat under the bonnet than others. This is perhaps most prevalent when it comes to hot hatches. They tend to have big engines, or baking hot turbochargers crammed into a tiny area and not too much room to relocate a filter out of the bay. Often the airbox is located right next to the hottest components out of necessity – there's simply nowhere else to put it. So, unless there's enough other tuning going on to make mega airflow a priority over heat protection, this is where it wouldn't be ideal to run an open cone filter. All you'll do is suck in all the hot air.

Over the years, manufacturers have developed filters to give plenty of extra flow, but to protect from heat by enclosing the filter. A ram filter setup for example will fit just like an open cone, but have ducting designed to be mounted somewhere in the bumper to pick up the air from outside the bay. These can be direct-fit or universal items.

One of the best modern solutions is the performance airbox kit. K&N spent years developing their vehicle-specific 57S kits, and the idea is that they use the bottom part of the standard airbox, but with a new lid that incorporates a high flow, high surface area cone filter. These are engineered for a whole lot more airflow, but with the protection of the airbox.

Oh, and they're bloody easy to fit. If you need any more endorsement, this is the one fitted on my own Corsa VXR. Practice what you preach and all that.





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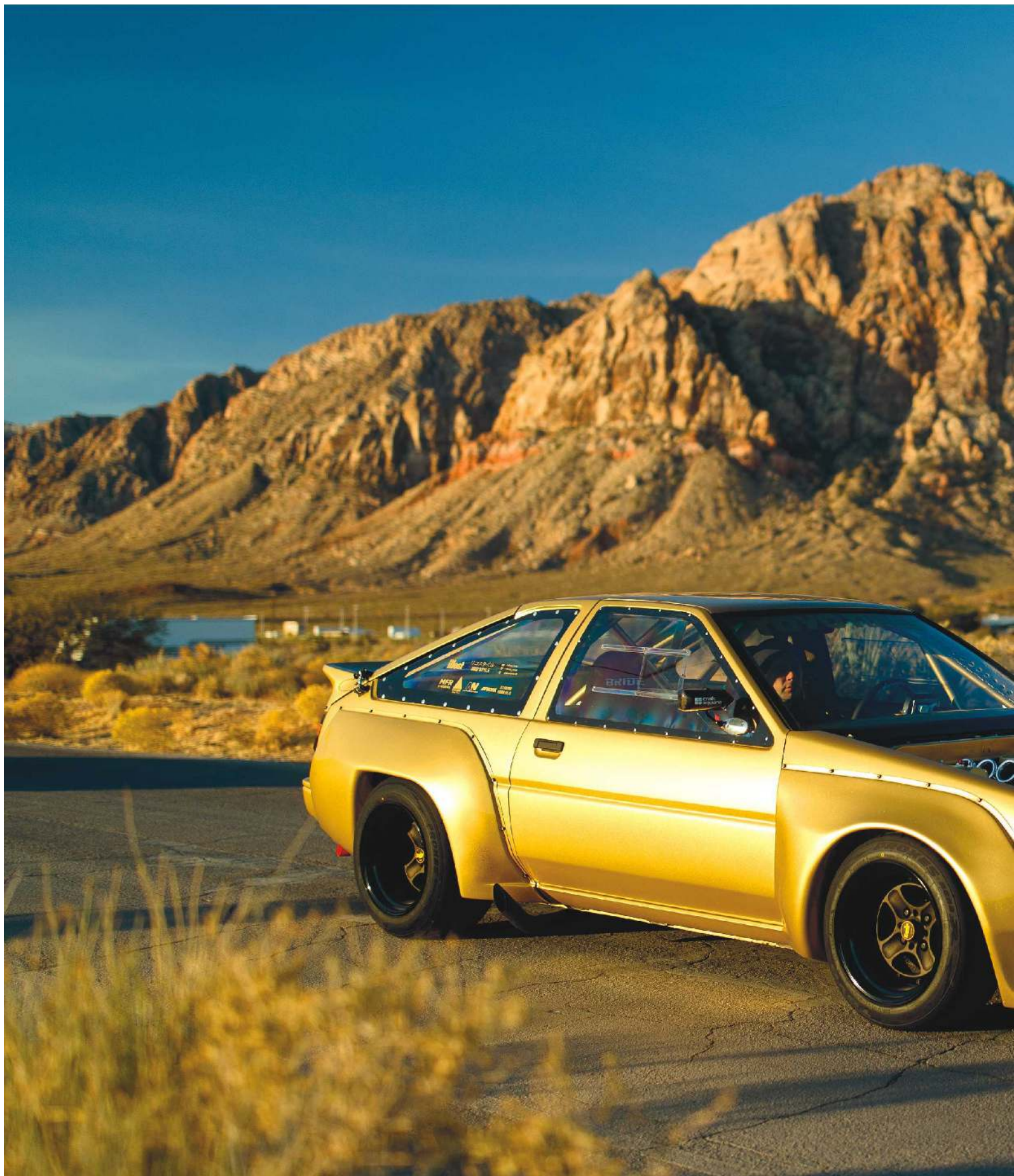
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THE FC PORTFOLIO





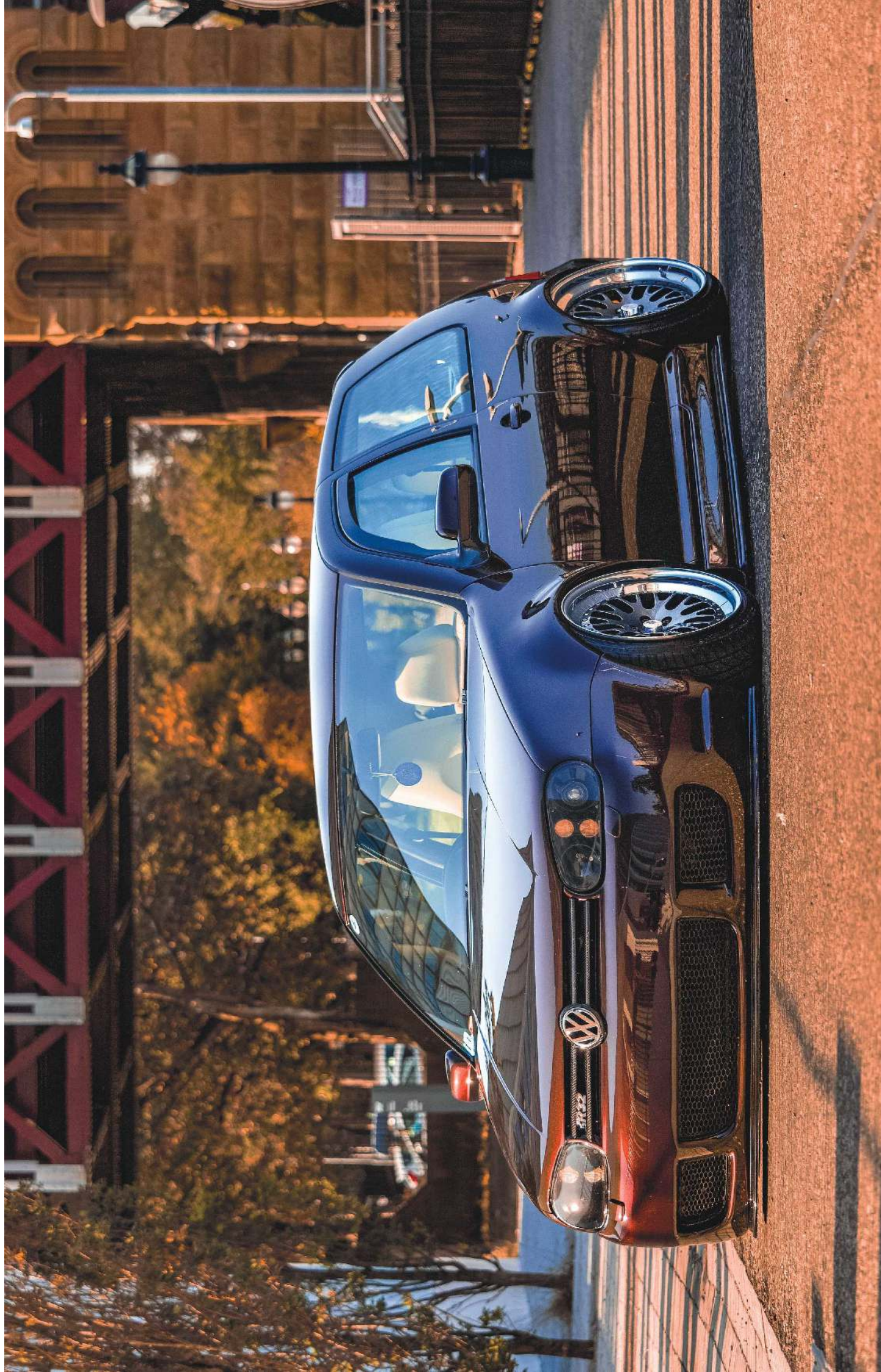






**Photography:** Larry Chen **Car:** Toyota Corolla AE86 **Owner:** Richard Gutierrez





Photography: Original Persona Car: Golf R32 Owner: Chris McIntosh



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# GOLD AGAINST THE SOUL

Having seen his friends triumph at SEMA, Richard Gutierrez wanted in on the action. The resulting BEAMS-engine AE86 is a solid-gold winner – although his deeply personal project was never just about scooping trophies. No, this flawless show-stopper's soul yearns for the track...

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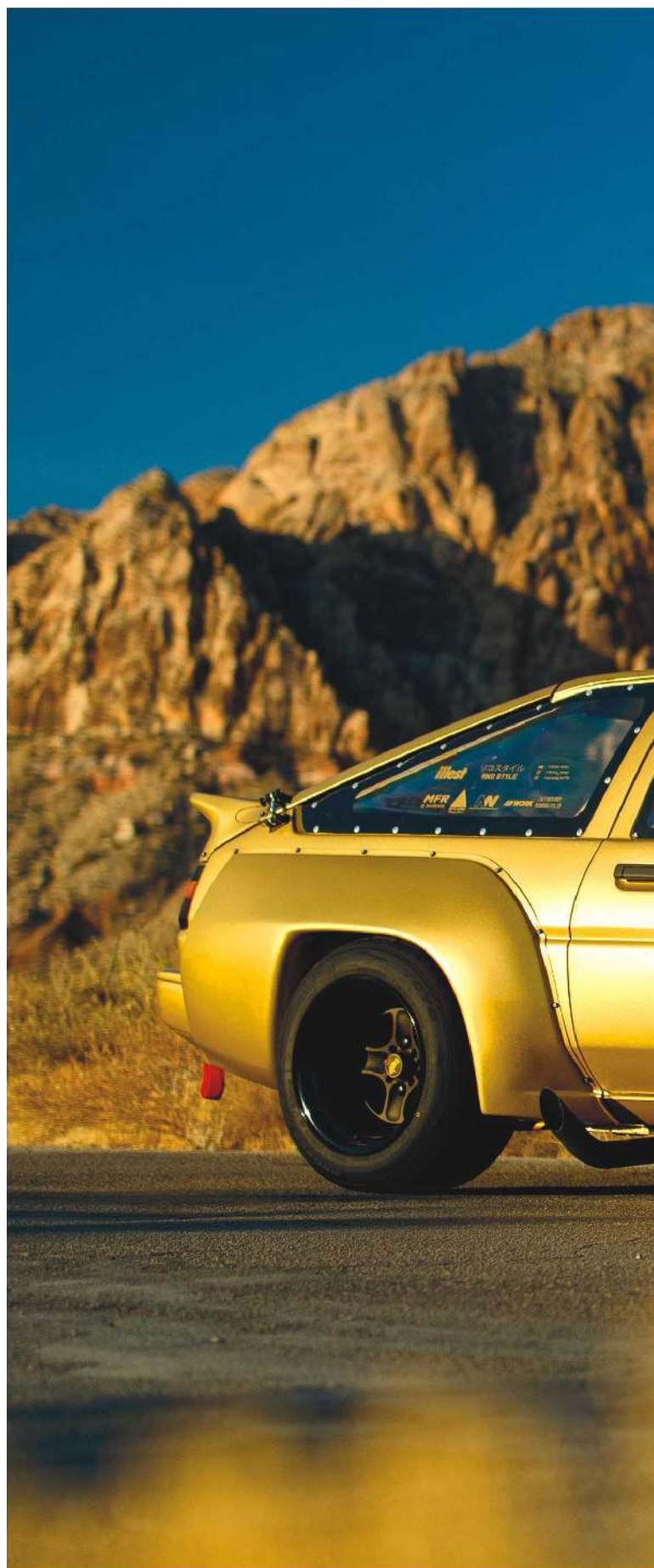
Words **Daniel Bevis** Photography **Larry Chen**

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**The old saying goes that you should dress for the job you want, rather than the one you have.** This is a notion that's really captured people's imagination over the generations: Roxette were telling us to get dressed for success back in 1988, S Club 7 ensured their place in posterity by suggesting we reach for the stars, it's a relatable and practical solution to the inevitable conceptual ennui we find ourselves trudging through in the day-to-day. Better things are on the horizon, you've just got to reach for them.

Take the gold paintwork on this particularly spangly AE86 Toyota Corolla. Gold is the colour of winners, it's the top of the podium, it's something Spandau Ballet believed made you indestructible... and so it's come to pass here, like a pantone reinterpretation of the concept of nominative determinism. Pigmental determinism, perhaps? Whatever, it worked – this gleaming golden hachi-roku made its debut at SEMA 2019 and immediately scooped a top-40 place in the Battle of the Builders, a top-10 in the Battle of the Builders Sport Compact class, a place in the Toyo Tires Treadpass tent, and 2nd place in the JE Pistons Masters of Motors category. Given the quality and breadth of what turns up at SEMA, it really is a phenomenal result for a car built not by a big-budget custom shop, but a plumber who just happens to like making cool cars in his spare time.

That's right – it's not just the magical qualities of gold which have serendipitously led to these stellar successes, but the grit and determination of Richard Gutierrez (aka Riko), who's basically spent his life wanting to build a car of this quality and, now that he has, he's really got a taste for it.









## ➤ GOING FOR GOLD

"I've been building cars since 2005 – they reflect my life and my passion," he explains. "My first build was a Laguna Blue Honda S2000 with the full Mugen treatment; when things got rough with the recession I sold my cars and drove an EG Civic hatchback for three years, but then things turned around and I was able to have a Nismo 370Z, a 700bhp Nissan GT-R with an Amuse kit, a TechArt Porsche 997 Turbo... and today all the cars I've got are matching in my own custom shade of gold paint: my RWB Yoshiwara Porsche 993, my 1985 Corolla AE86 GTS, my Rocket Bunny 240SX with LS1 swap, and now this N3 AE86 SEMA build."

The regular visits to SEMA speak for themselves – Riko is a man with an eye for quality; he may be prolific in his work, but every micron of each project is superbly planned out and sublimely finished, as you can see from the photos laid out here before you. This AE86 also represents an interesting twist, as his previous SEMA visits had been on RWB Porsche duty rather than actually in the show – doing rallies, hanging out with hotel valets... but in 2018 something changed. "I saw how successful two of my friends were displaying their own builds at SEMA, and how much exposure it got them," he recalls. "Khyzyl Saleem (@thekeyza) with his E30 and Scott Gironde (@dunk186) with his Honda K-swapped Porsche 911 – I wanted some of that shine. But what to bring? I knew budget would be important, and also the time frame. And at the time I had a 1984 AE86 SR5 shell sitting in my backyard..."

Decision made, then. The base-model Corolla would be reinvented as a show-stopper, using Riko's unique style to prove to the world that there's life in the hachi-roku yet. The quality, the fabrication, the creativity, and overall the vision – this would be an AE86 like no other.

The SR5 (which is a lowly US-market spec; it came with



### WHAT THE HELL IS A BEAMS ENGINE?

Toyota's S-Series engine is a family of four-cylinder motors used between 1980-2007, and the BEAMS name is something that's become hot property in modding circles of late. Essentially, it's one of the best production engines ever crafted, in terms of quality and durability. Designed in conjunction with Yamaha and manufactured by Toyota, the name stands for 'Breakthrough Engine with Advanced Mechanism System'. Designed from the off to be very light, it features as standard a forged crank, aluminium alloy pistons, titanium valves and, in the case of the 5th-gen 'black-top' engine you see here, a semi-drive-by-wire throttle. It is, in short, bloody clever. The black-top was the final and ultimate version of the BEAMS series, and was only officially used in the JDM Altezza RS200 – so, as you can imagine, these are pretty sought-after engines nowadays.



an 87bhp single-cam motor rather than the fabled 4A-GE) was originally bought as a parts car for Riko's Corolla GTS, on the grounds that it was cheaper to buy a whole car than scratch around for the individual bits. It had been sitting out in a forest in the Santa Cruz Mountains for the better part of a decade, and frankly it was a mess; the steering wheel rubber had been totally eaten away by rats, the stock interior had been removed and then thrown back in like a dumpster. When Riko bought it, principally for its straight body, he parked it in his yard and essentially ignored it for four years, until this whole project kicked off in February 2019. Amazingly the only part that was rusty was the rear hatch, which shows what a canny purchase it was in the first place, but of course Riko wanted to do this properly. So there was more than a little remedial work to do.

"The shell was media-blasted, perfected, and treated to a full rotisserie paint job," he explains. "I like old cars, but I don't like the old wiring, or dealing with hunting for classic parts. I find it more reliable to redo everything – still keeping the soul of the car, but bringing it up to date. And yes, this did cost a lot to build, but any race car project at this level will run that bill and much higher; I wanted to show that there is a level of quality that can be seen in professional race cars and to do the same with this one – to show people that you can apply those same principles to these old Japanese street cars. And I hope it will inspire others to push for higher quality with their builds."

Riko was fully hands-on with this project, as with all of his previous ones; running his own always-on-call commercial water heater company leaves little spare time, but his role





“The base-model Corolla would be reinvented as a show-stopper”







factory-stock part underneath is the front lower subframe, everything else has been upgraded for track-biased thrills. The wheels are a story in themselves, as Riko worked closely with JC Pepino at WORK Wheels to build up a set of Equip 40 Smoky Black Edition four-spokes – only twenty-five sets had ever been made, all of which were sold, but Riko was able to convince WORK to produce just one more set using the last drip of paint they had left, set number 26-of-25.

The brakes that sit behind them are proper because-race-car stuff too, the Brembo 'Baby Daddy' BBK at the front precision-engineered to fit behind smaller wheels, and the rear being Ford-fitment because, naturally, Riko's decided to run a Ford 8.8 LSD rear axle. But of course. Peek through those lightweight polycarbonate windows and you'll see that it's all built for the track in there; it may be so clean you could genuinely eat your dinner off it without getting any nasty infections (but seriously, don't – Riko puts a lot of effort into keeping it this clean), but there's no denying how function is on a level pegging with form. The AiM Strada digi-dash, that incredible rollcage, the Bride Zeta 3 seats (mounted lower in custom floor cut-outs for optimal driver position), the low-down Radium fuel cell...

➔ in the process is more managerial: "I have the idea and vision, I choose the parts, I pick the paint, I schedule, I budget, I manage emotions," he says. "I am the contractor and I sub out the work. I'm extremely involved with the build process – it's like having a child and raising them the way you want to; ignore them and you will have lots of trouble ahead!" So the build took place at the hands of Marcus Fry Racing in Redwood City, California, with the paintwork carried out by Juan Ayala at 24/7 Auto Body. Grant Hendricks at Battle Garage Racing Service was on hand to supply all the parts on Riko's detailed wishlist, and with all of these experts working in harmony, the build came together impressively quickly. "The main hurdle was waiting for the Custom Garage Speed N3 bodykit to arrive from Japan, we had to wait three months," says Riko. "It was hard to recover from that lost time, and the car ended up coming out of the bodyshop two weeks before SEMA! We took a freshly painted body, assembled it and had it running by 5am on the Sunday before the show... I've learned that every step matters, even if it's in the beginning of the game with four quarters left to play! You have to manage every piece as if there's no overtime."

## GET TUCKED

The level of customisation throughout the build really is astonishing. That slick shaved and wire-tucked bay houses a Gen-5 BEAMS engine, the ITBs packing massive trumpets as a siren song to every Toyota fan out there, and despite being unashamedly a full-on show car, it's been built from first principles to fulfil that race-car brief Riko was so insistent upon. The suspension has been totally reworked, the rear end wearing a 'true' coilover setup (whereby the OEM spring-on-axle arrangement is wholly replaced by proper coilovers), and the entire Techno Toy Tuning catalogue has been pillaged to make everything possible under there fully adjustable and dialled in for pure function. Indeed, the only







## OWNER PROFILE:

**Name:** Richard Gutierrez (aka Riko)

**Age:** 41

**Occupation:** Plumber

**First car:** 1986 Toyota pickup

**Favourite car:** Race cars!

**Favourite modification on your car:** My paint shows who I am. Oh, and the loud exhaust!

**Favourite show or event:** Monterey Car Week – or a Boba meet near you

**Track day or show and shine?:** Real race cars can do both... and I just wanna chill at my age

**Lessons learned from this project:** Money is vital, but time is everything

**What's next:** My SEMA 2020 build: 632 cubic inches of Americana! I'm building what's in my head – 41 years of car passion





## HOT RIDE

➡ the car's first job was to win trophies and hearts, but make no mistake, this dude's off to the track. That's what this was really built for.

"It's so personal for me," Riko smiles. "I love watching my door roll up and seeing a race car in my stable! I keep building these racers, and one day I'll have time to track them; the day job leaves me little time to get away on weekends, but it is a dream one day to take them all to the track and show the years of building had real purpose. It's something you can't just buy, these cars took years and I wasn't sure if people would get the message or even know what I was doing, but thankfully I was wrong. People knew I was nuts to go this far with this little old car, but they seem to truly appreciate why I did it. It was awesome, I want to build again for 2020."

...and that's exactly what Riko will do. The build for the next SEMA show is already well underway. Although we suspect that this time, despite the punishing build schedule, he'll be finding some time to take this world-class Corolla out onto the track and use it for what it was built for. That gleaming golden hue has a lot to live up to. ■



## TECH SPEC: TOYOTA AE86

### Styling:

Custom Riko gold paint – by 24/7 Auto Body, Redwood, California; Custom Garage Speed N3 bodykit (imported from Japan), TRD rear spoiler, JDM Levin front end conversion, JDM headlights with fogs, AE86 Sprinter taillights, Craft Square carbon fibre mirrors, polycarbonate windows by Marcus Fry Racing

### Tuning:

3S-GE Gen-5 BEAMS 2.0-litre four-cyl, shaved and wire-tucked bay, Battle Garage Toyota 20v ITBs with SQ Engineering adapter plate and 100mm trumpets, SQ Engineering slimline rear housing, SQ Engineering slimline alternator kit, SQ Engineering exhaust flange, SQ Engineering throttle pull-down linkage, Link ECU and harness, Xcessive Manufacturing engine mounts and frame spacers, Marcus Fry Racing custom chassis harness, Marcus Fry Racing custom cooling setup with Spal fans, Marcus Fry Racing custom Radium fuel cell, Toyota J160 6-speed gearbox with SQ Engineering shifter relocation kit and custom MFR mounts, Southbay Driveline custom propshaft, Ford 8.8 rear axle with LSD

**Power:** 220bhp

### Chassis:

9.5x15in -35 (front) and 10.5x15in -47 Work Equip 40 Smoky Black Edition wheels, 225/45 (f) and 235/50 (r) Toyo R888R tyres, Annex Suspension coilovers ('true' setup replacing OEM spring-on-axle), Techno Toy Tuning (T3) equal-length four-link kit with box kit, T3 panhard rod, T3 GTX2 front lower control arms, T3 knuckles, T3 outer tie rods, T3 rear ARB control brackets and drop-mounts, Cusco anti-roll bars, T3 Wilwood 'Baby Daddy' front BBK, Wilwood Ford 8.8 rear BBK, Tilton brake pedals and reservoir, custom brake lines by Marcus Fry Racing

### Interior:

AIM Strada Link Edition digital dash, Bride Zeta 3 XL seats, Takata harnesses, illest / The Hundreds special edition steering wheel with Renown USA, Techno Toy Tuning racing floor plates, metal rear panels, weld-in rollcage, cut floor to lower driver's seating position, control panel box and wiring by Marcus Fry Racing

### Thanks:

"I want to thank my wife and parents for the support they give me. To get me to this point in my life where I can do things like this, it's a dream. Special thank you to Mark Arsenal at illest, and Stan Chen at Toyo Tires for making SEMA possible for me. Thanks to my build team: Marcus Fry, Juan Ayala, Jean Christophe Pepino and Grant Hendricks. To all the photographers – without you we can't get our message out to the world... thank you to Larry Chen and his team."





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## OUT THERE



There's no school like the old skool

# TOKYO AUTO SALON

*Supposedly this is the year of the rat. But if the Tokyo Auto Salon is anything to go by, you'd be 100-percent sure 2020 was the year of the Supra! Or was it?*

Words and Pictures **Dino Dalle Carbonare**

### Every tuning shop and parts manufacturer

had an A90 on display, showing off the first simple bolt-on upgrades to bump performance, along with a true excess of styling goods. From the impeccably constructed carbon goodies of the Gazoo Racing line up, as fitted to their blue demo car, all the way to the massive widebody conversion Varis created, which was running on a set of 13J-wide Super GT wheels, shod in 335-section Toyos and custom-drilled to fit the five-lug hub of the Supra. So much for steering then!

HKS too went the wide route with their Supra, introducing a widebody conversion that pumps the guards 90mm at each corner and already on sale for those lucky few who've already picked a car up.

The show overall seemed to be fuelled by a new-found energy. There was more of everything – booths, cars, parts and of course,

girls – and with that the naughty crotch-shot-hunters that make up a good half of TAS show-goers.

Spending two whole days there I came away with the impression every area of the aftermarket culture in Japan seems to be not only alive and well, but still evolving, people always chasing that perfect look that allows them to stand out from the crowd. And because of this the industry supports with countless new products every year. The influx of German cars seems pretty unstoppable at this point, with most models on the market being turbo and with not much to compete against them from the Japanese manufacturers, they are really getting a foot in. Which isn't a bad thing, as the Japanese have this special ability to extract the best performance and looks from any car, no matter where it's originally from. Here are a few cars that stood out the most at this year's show...



**GR Yaris**

Akio Toyoda is quickly becoming the hero of Japanese enthusiasts. First, he makes the GT86 happen, then chases it up with a rebirth of the Supra and at this year's TAS he unveils an homologation special of the Yaris. The car may still be small, but it packs an almighty punch, thanks to a 268bhp turbocharged three-cylinder – the world's most powerful three-cylinder in production – sending drive to all four wheels via a six-speed manual. This is from the company that up until a decade ago only knew how to produce hybrid appliances like the Prius. Toyota is currently the big daddy in Japan, making other manufacturers look like they are lagging light-years behind.







### Powervehicles FDJ Lexus RC

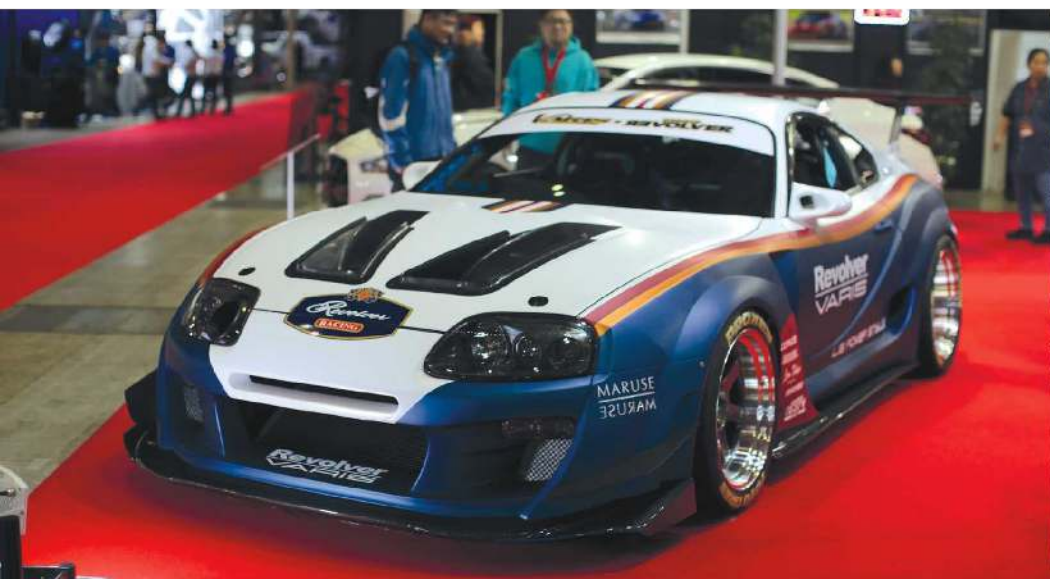
Andrew Gray from Power vehicles has upped the game for his 2020 Formula D Japan season with a wild 2JZ-powered Lexus RC. The car has been more than a year in the making and sitting centre stage at the RAYS booth. With four championships under his belt he's obviously making sure 2020 is another winner for him as this car oozes seriousness no matter where you look. The 2J runs a Tomei 3.6L stroker kit and the new GCG G42 Compact snail is bound to produce some serious figures. The car is due to get set up and shaken down in the coming weeks.



Nothing to see here. Just a modified Ferrari F50







We'll bring you a full feature on this carbon-clad R32 very soon



### Garage Active R32 Skyline GT-R widebody

Our mates at Garage Active are far from done with their recipe of taking GT-Rs, sculpting carbon-fibre widebody conversions and dropping fully tuned engines into them. For 2020 they have taken a little more old-school approach by fitting a naturally aspirated RB30, stroking it to 3.1 litres and letting it sing through some custom intake funnels. The result? 340bhp and 9,000rpm redline.





## OUT THERE



This PS13 was at SEMA last month! Maybe we should invite him to Japfest Silverstone?



Full feature coming soon!



### Liberty Walk ER34 Skyline GT-R

Kato-san's hobby at Liberty Walk is breaking the internet. While he showed up with countless high-end widebody demo cars like his usual Ferraris and Lamborghinis, the car that stole the show – and was possibly the most liked car of TAS, EVER! – was this red Skyline R34. Based on a GT-T, he proceeded to pay homage to the Tomica DR30 Group 4 Silhouette Formula race car from the early eighties. The wild exterior is truly enhanced when you crank the engine into life though. And no it's not an RB25DET, but a fully tuned L28 stroked to 3.1 litres. One word really: mental!







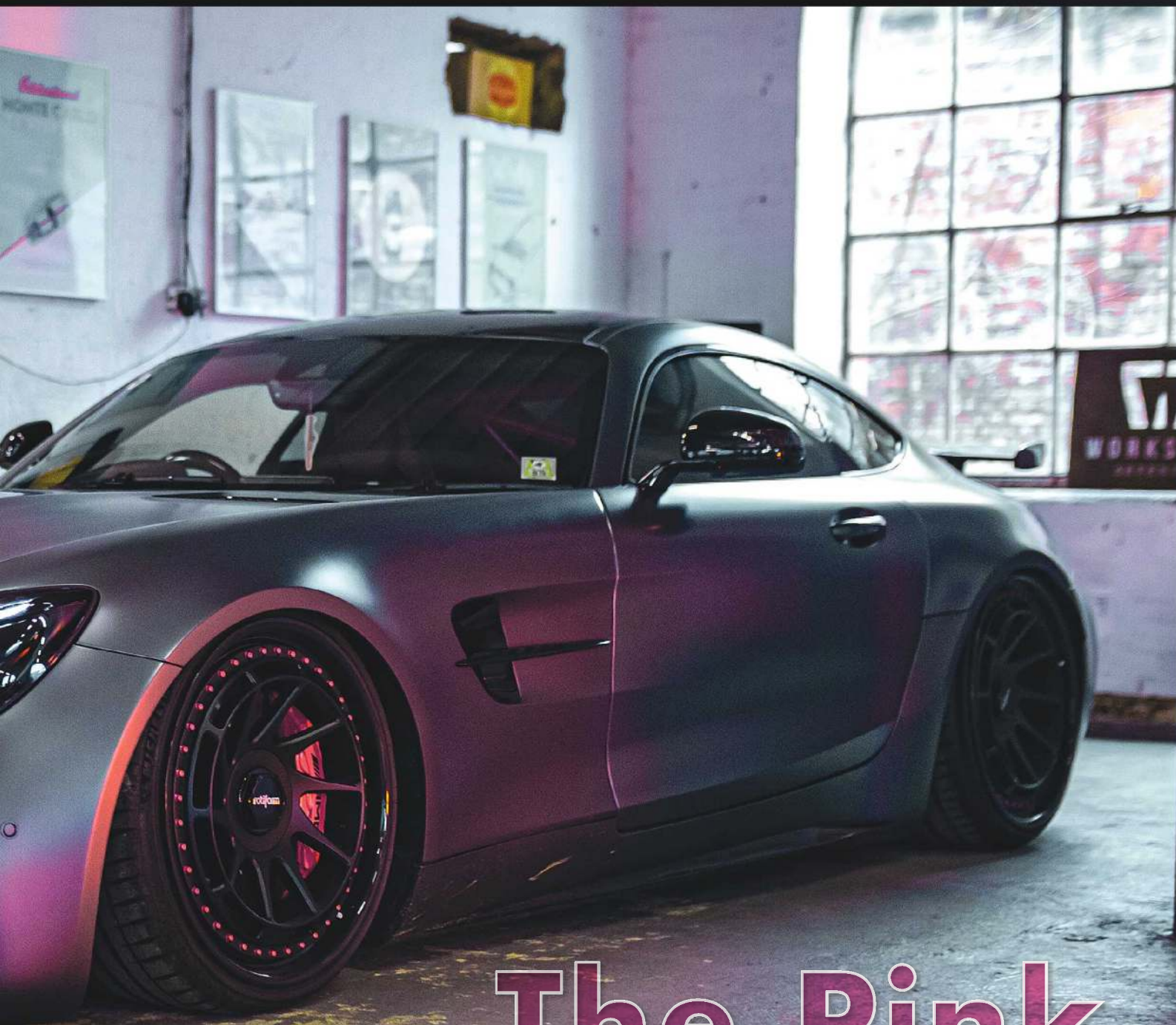
### Modulo EK Civic and S2000

Envision this. Manufacturers officially offering restomodded cars based on their greatest and most respected cars from recent decades. That's exactly what the Access, aka Modulo, Civic 2020 and S2000 20th anniversary were all about. These cars are purely a stylistic exercise, but they were the talk of the show, grabbing more attention than any A90 Supra on display. Think of Nissan re-offering finely tuned and polished up, modernised versions of the Skyline GT-R or Z or Mazda doing the same with the FD RX-7. We reckon they are on to a winner with this line of thought, so let's hope they keep perusing it rather than letting the idea die.









# The Pink Panther

Sleek as a big cat and dark as midnight, this Mercedes-AMG is a scary-looking thing. But with its cheeky pink accents, does it actually hide a playful side?

Words: Joe Partridge Photography: Matt Clifford







“The car wears the full body addenda from the bigger-brother GT R”

**It's easy to get caught up in the serpentine** machinations of the modern Mercedes-Benz model range, particularly when it comes to AMG. See, nowadays they'll stick an AMG badge on anything and that's a bit confusing.

Peer back through the swirling mists of time to the age before Mercedes-Benz (or rather, DaimlerChrysler) took a controlling interest in AMG in 1990, and we find that 'AMG Motorenbau und Entwicklungsgesellschaft mbH' operated as its own independent entity – an engineering firm specialising in tuning Mercedes-Benz products, although they did dabble in other brands too (AMG Mitsubishi Galant, anyone?).

The first commercially available, official AMG Mercedes was the C36 in 1993. So unlike today, when it's possible to walk into a Merc showroom and choose from a variety of official AMG variants, it was more the case back then that such a model was a bespoke affair, looked on kindly by M-B but by no means officially sanctioned. Today, AMG Mercs are still special. But the fact everyone with an A160 or a C180 glues an eBay-bought badge on the back kind of dilutes the effect.

#### THE REAL DEAL

Perhaps it needs to be reiterated, then, that the Mercedes-AMG GT is a very special car indeed. Forget your badge snobbery and the Instagrammers' assertions that the race-derived GT R is the only one worth having, the GT is an astounding machine in its own right.

Just look at it: it's got gorgeous uber-coupe proportions, a genuine supercar profile and under the bonnet there's a brawny 4.0-litre twin-turbo V8, mated to the revered 7-speed AMG SpeedShift DCT to create some pretty juicy numbers. Even in base model spec the engine kicks out 469bhp, with a 0-62mph time of sub-four-seconds. The chassis is an aluminium spaceframe, with forged aluminium wishbones and brakes big enough to alter the trajectory of the planet itself, while the super-lightweight body is made from aluminium and magnesium. Lewis Hamilton helped with the car's handling development. This is no badge-engineered C-Class. The Mercedes-AMG GT is the real deal.

Naturally, we're not just bringing you a shoot of a bone-stock GT and discussing the merits of its





engineering prowess. This isn't Auto Express. No, as you can see, this one's a little more special than most. It's been tinkered with: a tickle from the slam fairy here, a blessing from the wheel gods there – turning it into something otherworldly and strange.

The man behind it all is Andrew Britton, so perhaps we shouldn't be all that surprised, given he's a guy with supernatural abilities to take high-end sports cars and turn them into full-on show-stoppers. Regular readers may remember his Liberty Walk BMW M4 which featured in these pages a couple of years back. And he's been a busy boy ever since (as his @caffeineiscool Insta feed keenly demonstrates).

So why a GT this time? "Well, I'd always wanted a GT R," he shrugs, with his trademark impish grin. "This isn't one, it's a GT C, but it was cheaper than other examples from the same year, so I bit the seller's hand off."

The GT C is, of course, by no means a compromise. It builds on the performance upgrades of the GT S (more power, electronic LSD, Race Mode) and adds active rear-steer and a wider body, as well as yet more power – we're talking 557bhp, which is a ludicrous number.

Pretty in pink





## COVER CAR



Much like when he got the M4, the GT C was totally stock when he bought it, and in the same way that the BMW quickly received a full body makeover, so the same fate was destined for the bruiser Merc. "I had the whole car changed, as I love the aggressiveness of a GT R," reasons Andrew, and you can't fault the logic. So now the car wears the full body addenda from the bigger-brother GT R: the front bumper, sideskirts, front wings, diffuser and rear spoiler, and it's taken the inherent aesthetic meatiness to the next level.

But this is only the first chapter of the tale. For the next, we need to refocus our attentions on Colourkraft – the Wellingborough-based body supremos. This is a massive name on the UK modding scene today, renowned for their high-quality work as well as being a safe pair of hands. The everyday business lies in traditional bodywork, paintwork and insurance repair jobs, but founder David Loraine and his team have always striven for a level of absolute perfection and fastidiousness which has allowed them to branch out into custom work. If you've been to a car show in the UK recently you'll almost certainly have seen something these guys have put together, from the bagged satin green Lamborghini Aventador to Europe's first Liberty Walk Toyota GT86. Basically, if you want to drop jaws on the showground, they're good guys to call.

"I got Colourkraft to do all the work on this car, as I'd used them before. They rebuilt the M4 after some wally crashed into the back of it while on my way to Keep It Clean in Scotland," says Andrew. "When I got this car I swore I wouldn't modify it, but about five days in I saw a GT R front end and I knew what I had to do! So I

bought the front bumper, wing and diffuser, and about two weeks before Ultimate Dubs I sent it to Colourkraft to be done. The deadline was so tight, and two days before it had to be ready it turned out that the front wings of a GT C are 2cm smaller than a GT R – and size matters! So then I had to fork out more money to get the front wings. It actually would have been cheaper at this point to buy a GT R."

## ART WORK

That may well be the case, but the point is that anyone with the means to do so can walk into a dealership, slap a fat wad of notes on the counter and walk out with the keys to a GT R. What's being created here is art, a one-off custom, something that absolutely nobody else has.







## WHEELS OF FORTUNE

The fun part of working on modern cars (compared to, say, your old Fiesta in the nineties) is that there are always unexpected electronics waiting to surprise you – as Andrew discovered when he tried to fit his custom LED steering wheel. “Turns out you shouldn’t spin a steering wheel squib around when the airbag is out, as it basically breaks the car,” he says. “At 12am I put the steering wheel back together and the horn wouldn’t stop, even with the ignition off – I nearly had to rip the horn out! Luckily I managed to get it apart again and stop the embarrassment.”



Mercedes tan leather and custom LED steering wheel

## OWNER PROFILE

**Name:** Andrew Britton

**Age:** 31

**Occupation:** Electrical engineer

**First car:** Five-door Ford Fiesta, with one door a different colour

**Favourite car:**

Aston Martin DB5

**Favourite modification on your car:** Pink rollcage

**Favourite show or event:** FittedUK

**Track day or show and shine:** Show and shine. I’m an awful slow driver

**Lessons learned from this project:** Don’t touch a steering wheel squib

**What’s next:** Try to not waste money on cars



➔ So yes, it costs a fortune to achieve these results. But you do get what you pay for.

While the car was at Colourkraft, they also fitted an air-ride setup, which thankfully proved to be not too much of a ball-ache despite the bespoke nature of it. The big coupe's now running custom AirREX struts with AccuAir e-Level management, sitting pretty over a set of staggered wheels – and when we say 'staggered', we're talking diameter. The GT C came from the factory with 19-inch wheels at the front and 20 inches at the rear, and Andrew's continued this theme with his one-off Rotiform OZT rims, measuring 20 inches at the front and 21 inches out back.

The true master stroke here is the jarring optical embellishment: you see, this is a spectacularly mean-looking car design, it looks like it'd have your leg off if you looked at it funny, so what's the most amusing way to counteract that? Pink stuff, of course.

The wheels' hardware is all bright pink, and so are the colossal brake callipers, as well as the rollcage. Even the headlights have unique pink accents. "Those details really draw people in," Andrew smiles. "Some love it, some hate it – but hey, it's my car!"

Damn straight. Your ride, your rules. That's always been the way and we applaud the commitment. Besides, the vast majority of onlookers seem to absolutely love the Merc, and rightly so. From FittedUK to the Players Classic and even down to Wörthersee, it's been winning hearts and minds all over.

It's a dream come true for Andrew, given that he'd always fancied a GT R, and he's gone to extraordinary lengths to create something that's even better. So obviously he's now gone and sold it and bought himself a Lamborghini Huracán. What more would you expect, eh?

He's proven the prowess of the modern AMG brand, and now he's off to Sant'Agata. Some people just can't sit still. ■

## TECH SPEC: MERCEDES-AMG GT

### STYLING

GT R front bumper, front wings, diffuser, sideskirts and rear spoiler

### TUNING

M178 4.0-litre twin-turbo V8; 7-speed AMG SpeedShift DCT

### CHASSIS

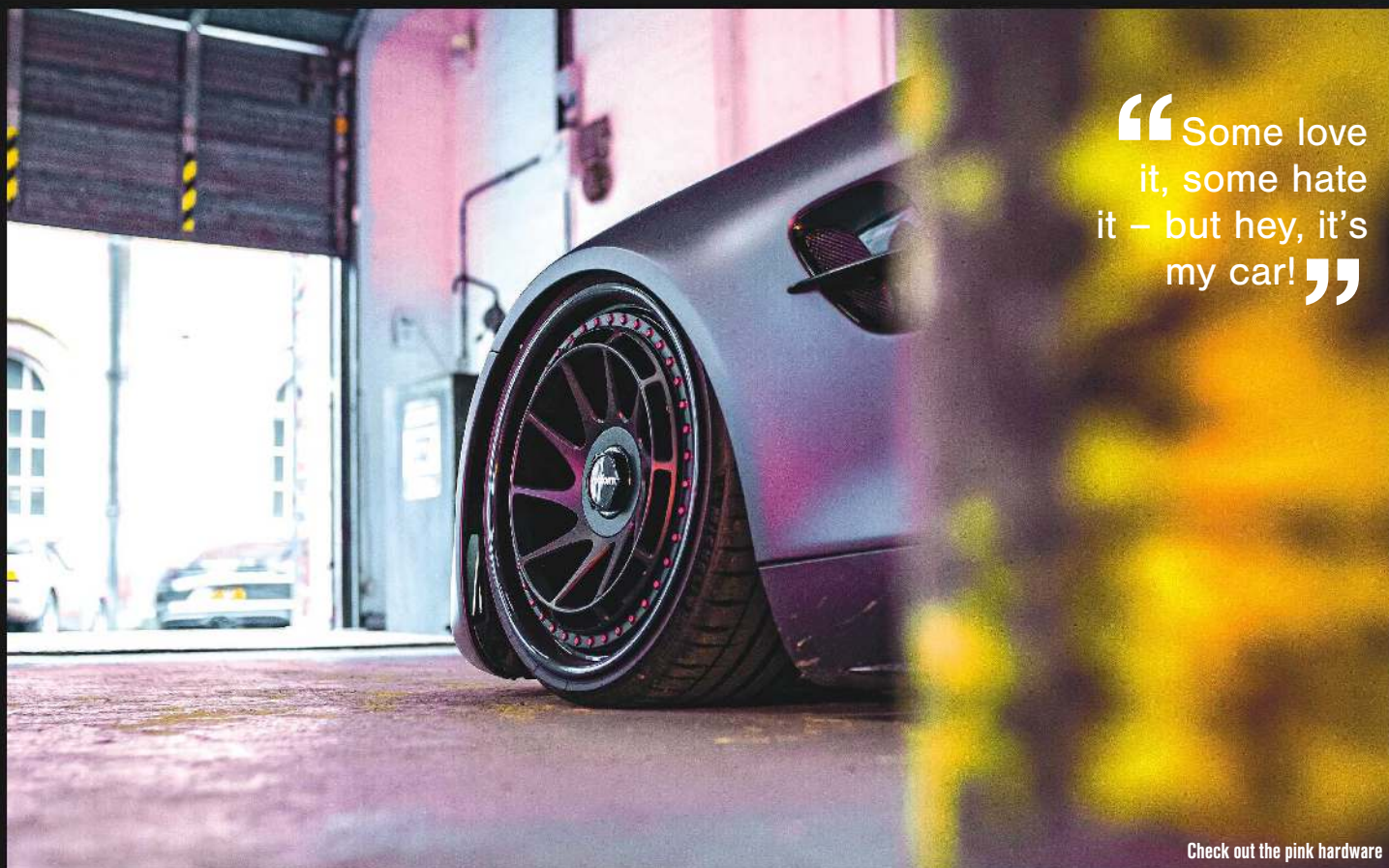
20in (front) and 21in (rear) Rotiform OZT wheels with pink hardware; custom AirREX struts with AccuAir e-Level management; OE AMG brakes with callipers painted pink

### INTERIOR

Mercedes tan leather; custom LED steering wheel; pink rollcage

### THANKS

Thanks to Colourkraft for working through the night to finish it



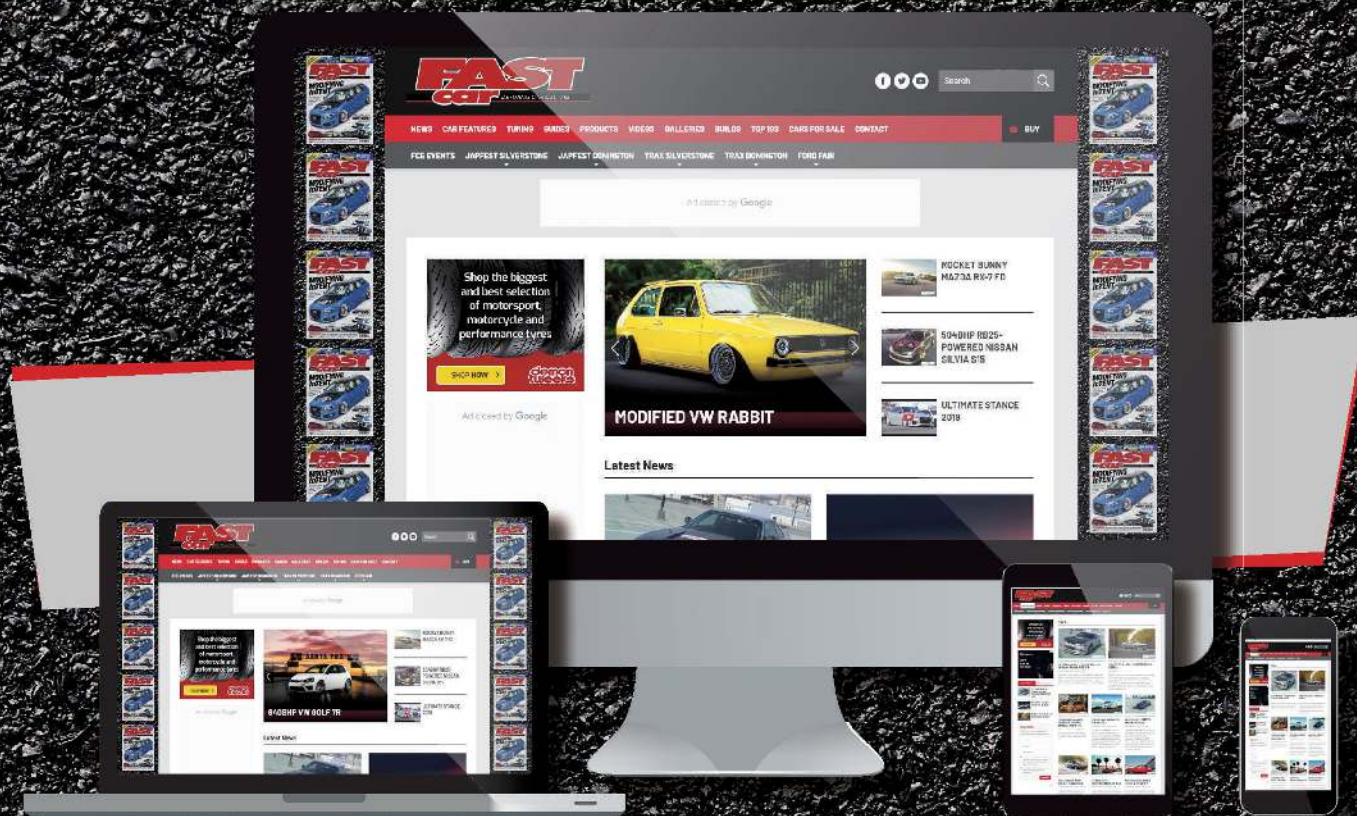
“Some love it, some hate it – but hey, it's my car!”

Check out the pink hardware



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# REMAPPING REVOLUTIONISED

HP Tuners, dominating ECU tuning Stateside since 2003, have become a really big deal across the pond. Anyone who has visited SEMA or the Autosport Show for the last couple of years will be fully aware of the ECU tweaking specialists.

From the relatively humble beginnings of a group of binary and hexadecimal savvy chaps clubbing together to remap their own vehicles, HP Tuners has grown exponentially to become one of the USA's largest tuning and diagnostic solutions for a vast range of vehicles equipped with OBD-2 ports.

Since 2003 HP has offered an almost endless array of digital adjustments, seamless live-data logging, diagnostic and tuning capabilities, thanks to a range of clever software and hardware solutions. And now they're set to bring all those years of expertise and experience to the UK to ensure a competitive advantage that sees them forge ahead of the competition with a unique approach to offering ECU remapping to the masses.

The mission statement for the company when it began was simple: offer the most complete, cost-effective tuning and data acquisition remedy for dealerships, enthusiasts and professional workshops. Thanks to the ability to connect, read, edit, write and then drive, it's no coincidence HP Tuners have democratised, if not revolutionised, remapping.

Why is that, we hear you ask? Well, thanks to a series of products that allow you to tweak and alter your very own map, the latest MPVI2 dongle and VCM Editor software suite allow anyone to code and write their own tune, whether that's intended for economy purposes, or to eke every last drop of horsepower from a highly modified vehicle. It gives you, the owner, the chance to alter every conceivable element of boost pressure, fuelling and ignition tables to get the most from any setup. No longer do you have to be constrained by the factory settings (which in many cases can hold back a vehicle slightly, due to emissions, warranty, economy and high mileage considerations).





## So, how does it work then?

Quite simply, you purchase the MPVI2 dongle for £270 +VAT, tweak your map to the desired settings and tolerances using the free to download VCM Editor (see [www.hptuners.com](http://www.hptuners.com)), then upload your tune to the vehicle via the OBD port using the dongle. It's really that easy.

Although for those who see it as a double-edged sword due to the complexities of mapping knowledge and understanding how an engine will react to certain changes, HP Tuners dealers around Europe will be able to offer off-the-shelf, upload and go coding solutions to suit whatever stage of economy or performance tuning you're looking for.

Basically, once you have a license for a certain ECU/ECM that credit is linked to the ECU forever, so you can indefinitely refine and upload your MAP. If for any reason you have to replace the ECU at a later date, the license goes with the old computer, so you'll need to re-flash any other ECU with new credit(s).

In no uncertain terms, it's genius. Once you've paid out for MPVI2 dongle, you can upload each tune using HP credits, with each credit costing £50 (some ECUs require multiple credits in order to flash them). So, imagine if you will, a group of owner's club mates with similar cars and upgrades all

chipping in (see what we did there?) for a dongle and then paying out to remap each car from as little as £50 each. How budget conscious is that?

Even if you have to shell out for a pre-approved map from one of the growing list of HP Tuners dealers, it's still the cheapest way to gain performance while opening up the possibility to grow and learn all about engine management. That's why HP has changed the game with this unique setup.

If you don't fancy tackling the mapping or upload yourself, just head on down to a dealer and they'll tackle it for you.



## Is that all?

No, it's not. HP Tuners also offer a range of supporting data logging and acquisition tools, including both the TrackAddict app for your smartphone and RaceRender software for video output data logging and overlays via a PC or Mac.

TrackAddict is a free smartphone app that's compatible with both Android and





## FC TECH: HP TUNERS

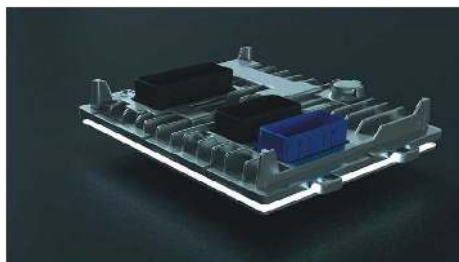


Apple systems that turns any dog and bone into a powerful motorsports telemetry and video system.

You can see your lap times instantly, capture video and telemetry data, analyse laps and impress your inline audience with video and data overlays. It even works with OBD-2 interfaces so you can see additional data such as engine RPM, throttle position and temperatures. It can be switched between five pre-determined modes for drag racing, circuit laps, lap segments, 4x4 trail and just a raw data feed. As you record the lap or run with your phone the data is then overlaid on top of the visuals from the drive. Best of all, it's free and you get almost all of the functionality even with the complementary download version. You'd be mad not to have it on your blower really.

RaceRender on the other hand is a much more involved software package, intended for either PC or Mac users. Create amazing videos with high-tech data overlays using GPS and OBD-2 signals. By combining the output from your camera (GoPro, 360FLY, Sony ActionCam, Garmin VIRB and many others) you can visualise the data from a range of GPS devices, dataloggers and other third-party apps. It's also possible to use it for pretty much any sport where you

move and the GPS data can be interpreted for speed, location and so on. So, whether you're a mountain biker, a track day connoisseur or you like the four hoofs of a different kind of horsepower, RaceRender can help to bring your performance alive.



### What's the application list like?

Growing. Rapidly. Given the Stateside roots of the company, many of the vehicles currently catered for are understandably honking great big V8s, but that's changing all of the time. Not least because the European arm of HP is set to develop its own code and solutions for Europe-centric vehicles, which in turn will feed the US operation with valuable data and additional applications. Currently there are vehicle specific solutions for everything from Audi through to Volkswagen via Chevrolet, Ford, Hyundai, Infinity, Jaguar, Subaru and many, many others. Check the website for specific vehicle applications, but as mentioned the European list is set to mushroom over the coming months.

If it's possible to make remapping any easier, we're yet to see a company that's

made it so accessible to the masses. With a range of exchange ECUs and a wide variety of OBD and vehicle-specific data cables also on offer, HP is on a ceaseless pursuit for ECU excellence.

As they're basically dominating the monster horsepower V8 market across the Atlantic, there's no reason that same brand of cutting-edge tech and vast wealth of tuning knowledge won't transfer seamlessly to our little island nation and the four-pot turbos that now engulf all of the Euro-tuning landscape.

Check out: [www.hptuners.com](http://www.hptuners.com)







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---

Your vehicle isn't complete without HP Tuners; speak to your tuner about the latest must-have tuning tool coming to Europe now. [hptuners.com](http://hptuners.com)



**HP** *tuners*



# WE WANT YOUR RIDE!



Mantas Sliogeris and his Gymkhana GRiD conquering MX-5  
will be in issue 420 of Fast Car. On sale 27/03/2020

Nope. We're not going to offer you half the trade price for your car, like those websites. Instead we want to give you the chance to be featured in the best modified car mag on the planet! So, if you own a cool-as-a-cucumber car you think is worthy of Fast Car, we'd love to see it. Please send a selection of good quality images and a spec to [jules.truss@kelsey.co.uk](mailto:jules.truss@kelsey.co.uk), with 'Feature Car' as the subject. If we like it, we'll get back to you to arrange a photoshoot. Simples.



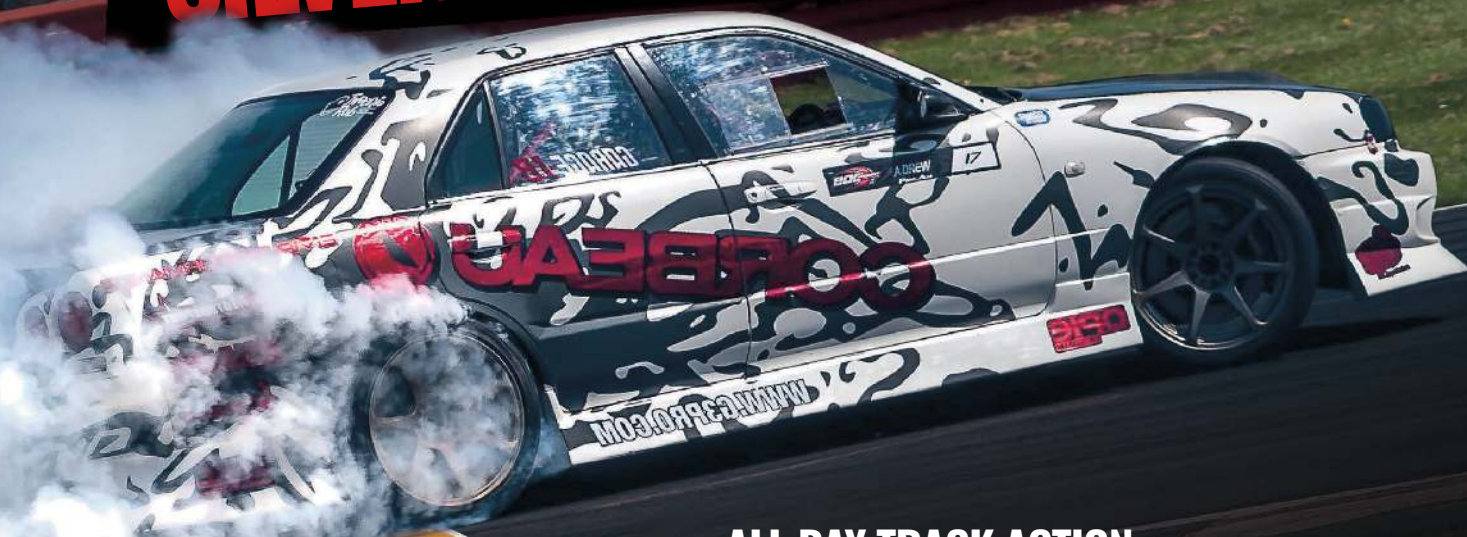
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## FAST PROJECTS



### TOM'S 1967 VOLVO AMAZON COUPE

To go forward, first you have to go back! The strip down has begun...

START



NEVER FINISHED

MAIN MODS: GIVE 'EM A CHANCE...

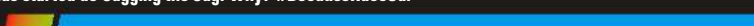
P094



### DALE'S JAGUAR S-TYPE R

Dale has started de-Jagging the Jag! Why? #BecauseRaceCar

START



NEVER FINISHED

MAIN MODS: GIVE 'EM A CHANCE...

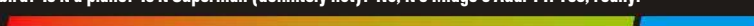
P095



### MIDGE'S AUDI TT

Is it a bird? Is it a plane? Is it Superman (definitely not)? No, it's Midge's Audi TT. Yes, really!

START



NEVER FINISHED

MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL

P096



### GLENDA'S AUDI RS4

What don't you need after Christmas? Your insurance renewal! Luckily Glenda knew just who to call.

START



NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT • ROTIFORMS • TOYOS

P098



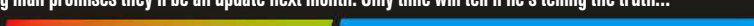
## MISSING IN ACTION



### SLIM JULES' BMW E91

The big man promises they'll be an update next month. Only time will tell if he's telling the truth...

START



NEVER FINISHED

MAIN MODS: BC COILOVERS • 3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL

MIA





## FAST PROJECTS



## Tom V Dale 2

After last year's epic battle, the UK's most famous detailing duo are back for round two...

So last season Tom's R5 GTT build just pipped Dale's awesome W114 build. In our eyes they were both winners, but this hasn't stopped Dale wanting his revenge. So they're both back with their new projects, and of course, we're here to document the builds. Again, the deadline for the finished projects is Players Classic at Goodwood on 20 June 2020. This might seem like an age away, but when you find out what they've got planned, there's really not much time at all. Let the battle commence...



# TOM'S 1967 VOLVO AMAZON COUPE



**Name:** Tom Clarke

**Job Role:** Senior Marketer, Meguiar's UK

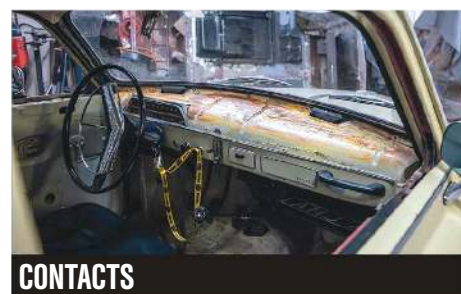
So after last month's epic journey from Sweden back to Blighty, I've made the much shorter trip in the Amazon across to Milton Keynes and into GM Bodycraft's workshop. These guys are amongst the best fabricators I know, which is bloody handy considering there's a fair bit to do on the Volvo...

Gary, GM Bodycraft's head honcho, will be prepping the bay for the new engine and gearbox. I'm going to make you wait a little bit longer before I reveal what power-plant will be squeezed into the bay. But I can promise you it'll be packing a lot more power than the original! He'll also be doing all the work to allow for a new axle. Gary has his work cut out. As you can see from the pictures, the Amazon



has been totally gutted inside, with just the driver's seat remaining. When we got to GM we took all the glass out so that doesn't get marked up during fabrication, and it saves a job for when the car goes to paint anyway.

Where's the interior now? Well that has somehow found its way to Cobra. But more about that next month...



## CONTACTS

[www.meguiars.co.uk](http://www.meguiars.co.uk)



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Bit of tug o' war



Dude, where's my car?



Asleep on the job

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## DALE'S JAGUAR S-TYPE R

**Name:** Dale Masterman

**Job Role:** Full-time Swirl Slayer & Events  
Coordinating Marketing Executive,  
Meguiar's UK

So, what's the only logical thing to do to a fully loaded, top of the range Jag? Strip everything luxury out of it of course!

As I mentioned last month, this car has taken inspiration from the Mark 2 racing Jaguars of the '60s and those cars didn't have electric leather seats or plush carpets, so neither will mine.

Before we stripped the car, I headed to Cobra to pick out and design a couple of customised racing seats that will be adorned with the Meguiar's Racing logo and be covered in Jaguar's racing colours.



The seats are in

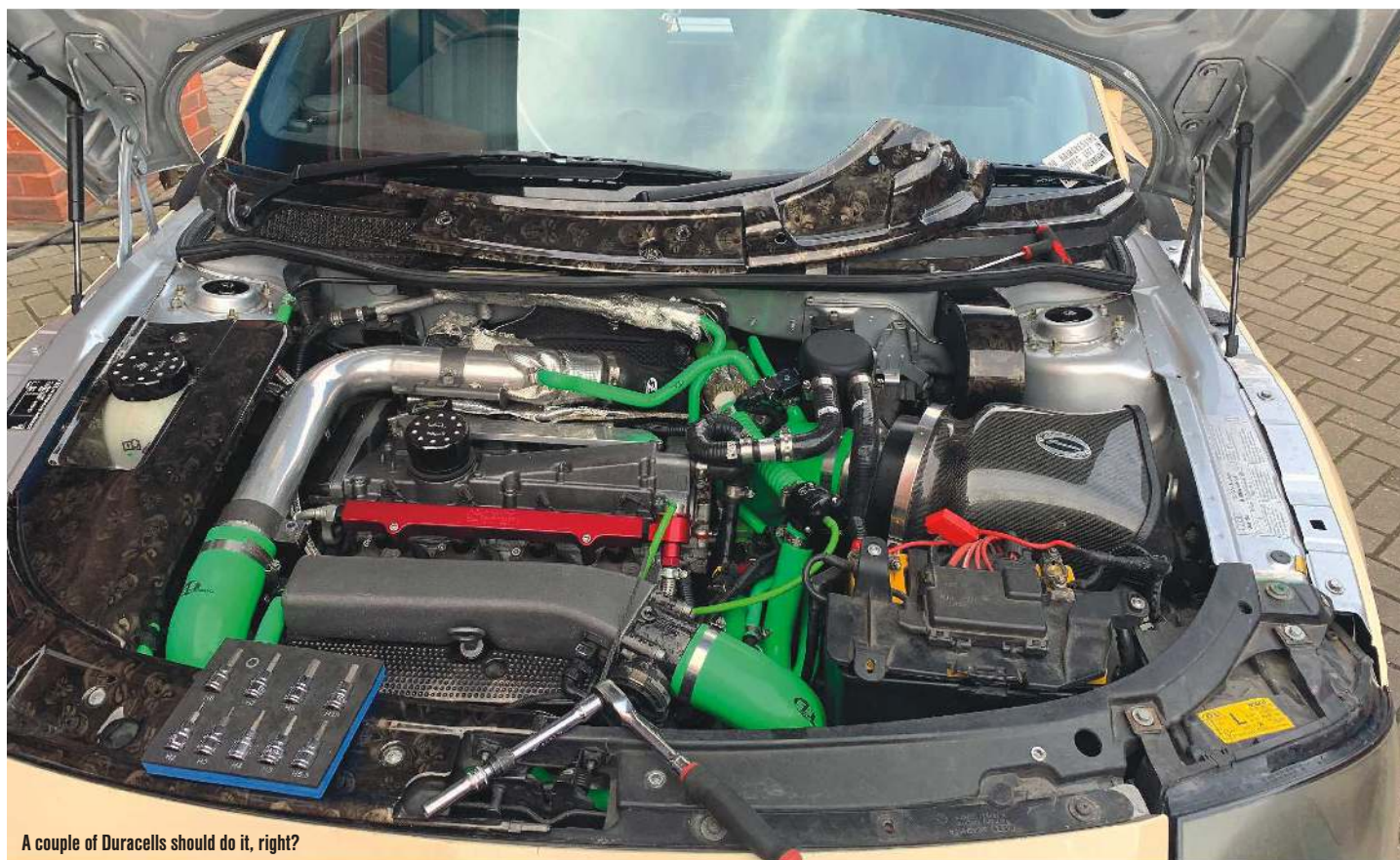
The car is now located at Swallows Jaguar. These are the guys who helped me remove the entire interior and they are famous in Jaguar circles for building some of the best racing Jags in the UK!

So with the interior removed, we test fitted the Cobras to make sure they're a nice fit. Of course, Swallow's involvement with this project doesn't end there. They're going to be the ones who'll help me to develop this car from luxury cruiser to an aggressive track weapon.

### CONTACTS

[www.meguiars.co.uk](http://www.meguiars.co.uk)  
@swallowsracing  
@cobraseats





A couple of Duracells should do it, right?

## MIDGE'S AUDI TT 225

Guess who's back, back again, Shady's back, tell a friend...



**Yeah, yeah, I know it's been a while.**

And I've read all the piss-taking comments in the opening projects page about my cars being AWOL (cheers for that Jules). But yes, it's true that I haven't had a lot of time over the last few months (you mean the past year – Jules) to spend on my little VAG turbos.

The TT especially has been taking up my mum's drive for what seems like an age now. In fact, an email from Adrian Flux Insurance to say my renewal was due, actually reminded me I own one. So, as they did me their usual cracking deal for the next 12 months, I thought it was high time I pulled it out, stuck some tax on it, bought the old girl a bunch of flowers (my mother, not the car), and actually started using the bugger.

Of course, it goes without saying that this wasn't all plain sailing. It never is when you neglected your motor for far longer than you should. Inevitably the

battery (that I stupidly left connected) was knackered. So, my first job was to get my mitts on a new one, and I'm rather excited about what I ended up choosing.

Nope, this isn't just a battery. Shit, it isn't even a Marks & Sparks battery. This my friends, is an absolute whopper of a deep-cycle NorthStar battery.

If there's any fellow audio nuts out there, they'll already know why I'm almost aroused about what seems like such a trivial item. The US brand is one of the biggest names in the business and you'll see these used on plenty of the top builds all over the world.

So, what with the guys at the Battery Megastore being their UK importer, I thought, "Only the best for my baby" and ordered the biggest one that would fit, an AGM unit that cranks over 770amps. For people who are far less geeky than I am, that's what electrical engineers refer to as a bastard load of grunt!

Still, I will admit that none of this is the main reason I laid out 200-odd big ones. To be totally honest, I'm just an incurable gadget freak.

Due to the fact this particular item is compatible with the NorthStar ACE app, I simply couldn't help myself. And yes, you did read that correctly; this battery actually Bluetooths to my phone to let me know if it's running low, or if there's any other problems.

In theory, even with my atrocious memory, I should never get caught out with a flat again.

The best bit of course, is that now the car actually works. I've spent a couple of days blasting it around this week and I've even started to remember why I built the thing in the first place.

It may even get promoted to daily duties when the weather clears up. Maybe 2020 is the year that I finally get this car finished? You never know...



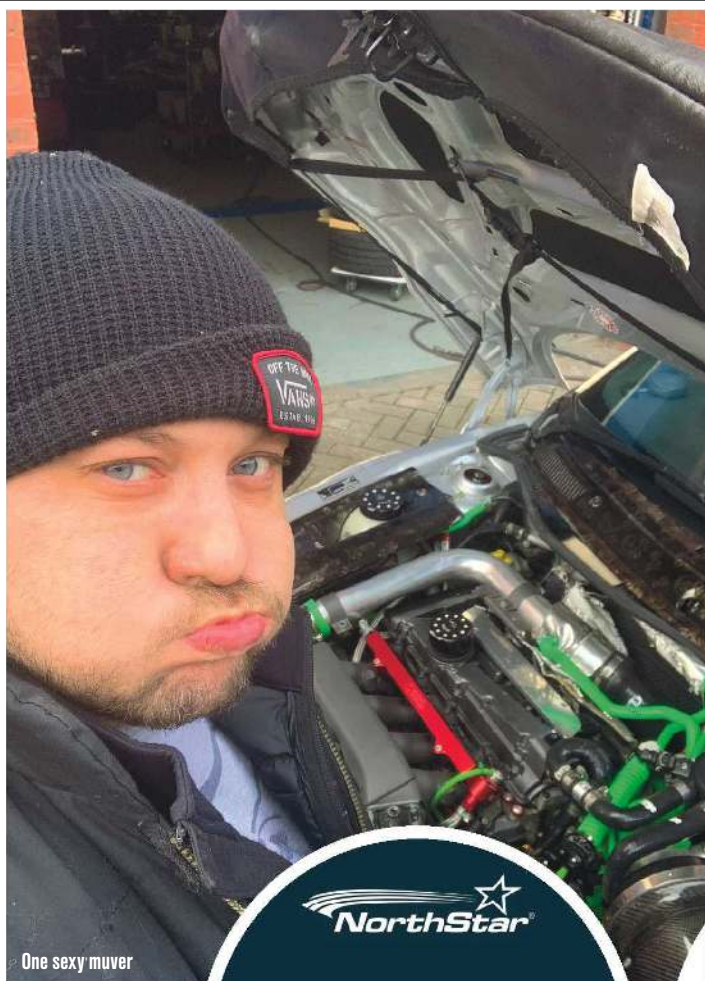
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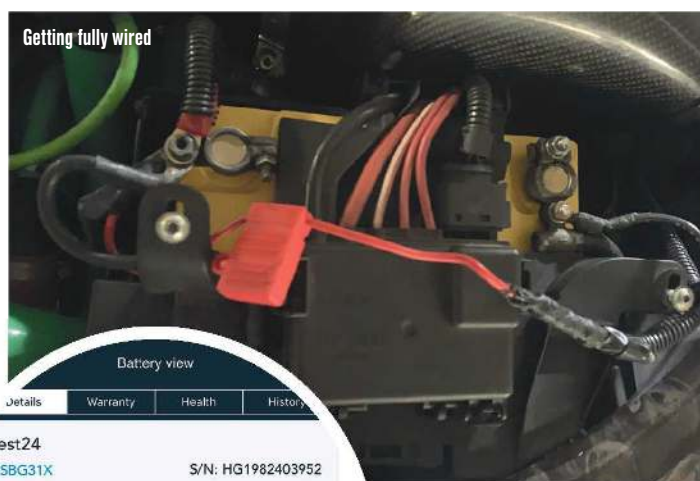
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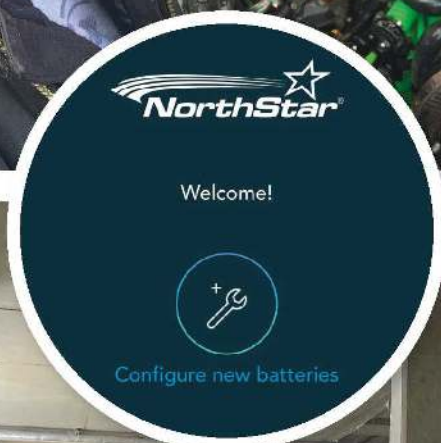
One sexy muver



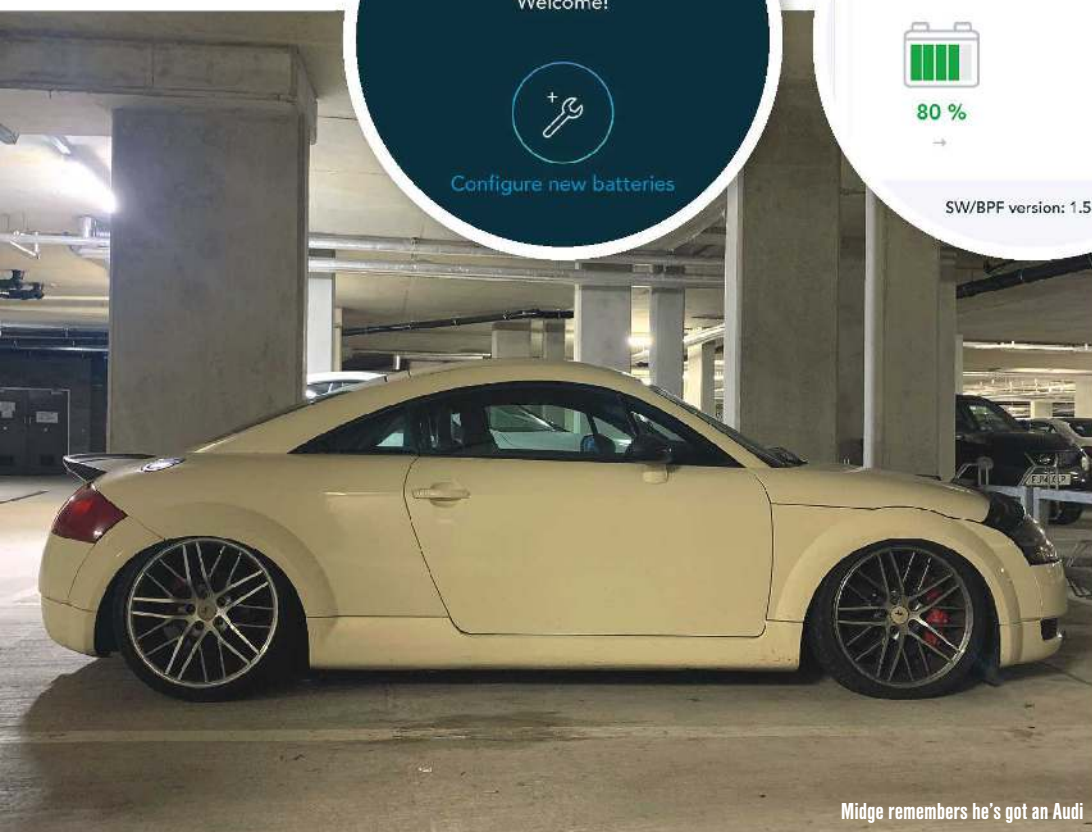
And the star of the story is...



Getting fully wired



Midge doing geeky stuff



Midge remembers he's got an Audi

### THIS MONTH

Adrian Flux insurance ..... £450  
NorthStar Elite battery ..... £250  
Total ..... **£700**

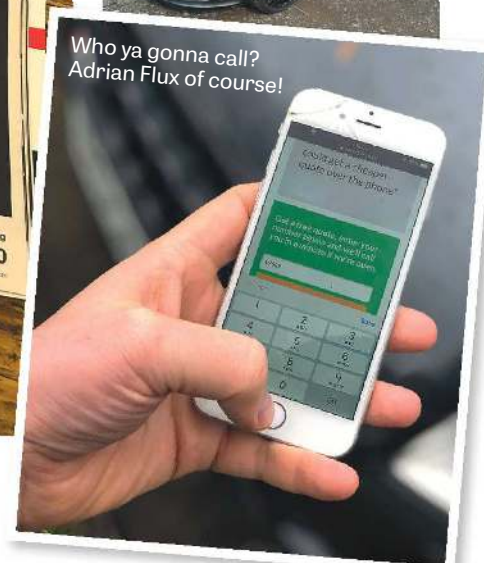
### CONTACTS

Adrian Flux Insurance  
[www.adrianflux.co.uk](http://www.adrianflux.co.uk)  
Battery Megastore  
[www.batterymegastore.co.uk](http://www.batterymegastore.co.uk)





Want an insurer who knows their RS from their elbow? Chat to Flux then!



# GLENDA'S AUDI RS4 AVANT

Oh no, it's insurance time. Luckily for me, Adrian Flux have it covered...



Like most people, I'm really not a big lover of the winter months. It's cold, the evenings are dark and as I sit here writing this in January, show season seems a long, long way away.

Add to that a month of listening to people talking diet and exercise and all that 'New Year, new me' crap. But worst of all? The car insurance on my RS4 expires. Just what I need after a very expensive festive season.

More often than not I put off the joy of organising my renewal to the last minute. Which is stupid, just as January's pay day seems a lifetime away. But for 2020 I thought I'd get on the case nice and early to ensure I got a good deal. After all, money saved on insurance is more money for mods, right?

I've been insured with Adrian Flux for a very long time now, but I didn't want to assume that meant I couldn't get a better deal elsewhere. So I thought I would have a shop around on some of the price comparison sites, so I could get multiple quotes in one go. However, I had forgotten

that it's not quite so straightforward when you have a modified car. So I decided to hit the phone...

Wow! I've spoken to some clueless call centres in my time, but I was pretty amazed at the lack of knowledge of some insurers. It seemed as soon as I mentioned my plans for the RS4, let alone the current mods, the premiums rocketed and it's not like my car features anything that out of the norm.

Anyway, after a few wasted hours I called Adrian Flux and spoke to the lovely Jess Smart and like every year the renewal couldn't have been easier. I got a good quote, she double checked all my modifications had been declared and, unlike most insurance companies, she actually knew what I was talking about when it came to a modified car.

Plus there was the assurance that all my future mods were easy to cover, and many wouldn't even effect my policy price. Happy days! And, a good tip I got from Jess is that

Adrian Flux are cheaper to speak to over the phone compared to online comparison sites. Why is that? Well, because they have access to lots of specialist insurance schemes that aren't available online. Plus, if you are a car club member, you can get up to 15-percent discount as well (depending on the club).

So there you go. If you want specialist car insurance, stay clear of online comparison sites and go direct to a specialist. And, with 40-plus years in the game, they don't come much more specialist than Adrian Flux.

## THIS MONTH

Adrian Flux insurance premium with protected no claims..... £998

Total: ..... £998

## CONTACTS

Adrian Flux  
www.adrianflux.co.uk  
0800 369 8590





## Escort MkII

GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axes** already welded into position. No need to supply donor stubs!

**NEW!**

Coilover kits available for Lotus Cortina Mk1 & Mk2, Cortina 1600E & GT, Popular & Anglia Conversions, RS Cosworths, Escort Turbos, Escort Mexico, RS 1600i, XR2 Fiesta and most other classic Fords



## GAZ Camber Adjusters

Provides camber adjustment for tarmac motorsport and the serious track day enthusiast. (Not suitable for road use).

### FEATURES:-

- On-car adjustment
- Anodised billet alloy components
- Integral Top Bearing
- Can be combined with GAZ specially shortened coilover units for maximum adjustment.



## GAZ GT Shock Absorbers

A very extensive range of telescopic dampers for both modern and classic car applications.

- These units can be built in various open and closed lengths.
- Bump and rebound is adjustable by means of a single control knob.

All units in all our ranges can be purchased individually or repaired, by return, in the event of an accident. Leda rebuild service also available.

A full range of springs are stocked at the factory for road and motorsport use.

## GAZ GHA kits

Gaz GHA height adjustable kits are primarily made for the modified road car market.

### FEATURES:-

- On car damping adjustment
- Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
- Coarse acme form thread for ease of adjustment
- Zinc plated to minimise corrosion
- Includes high quality coil springs in various rates and diameters.
- Spring rates can be altered on request.
- When a coilover is unable to be installed a separate damper and rear coil spring with a variable spring platform is used so the kit retains full height adjustment all round.

## GAZ Gold Coilover Kits

Premium height adjustable kits for tarmac motorsport and the serious track day enthusiast.

### FEATURES:-

- On car damping adjustment
- 62mm bodies for increased oil capacity.
- Induction hardened piston rods
- Multi lip sealing.
- Gas cell in the outer reservoir to prevent cavitation and reduce fade in motor racing conditions.
- Lightweight billet alloy bases, end fittings, seats, lockrings, rod guides and gland nuts.
- Nickel coated steel outer tube to provide the best anti corrosive finish possible.
- Anodised outer alloy components



Words Simon Woolley Photos Adrian Brannan

# THE ESCORT

It's been 12 years in the making, but now Ashley Farazmand's incredible Mk2 Harrier has raised the Escort showcar game a level – or three

**There's a saying that does the rounds every few years which** really gets our goat and it's this: don't sweat the small stuff. In other words, don't worry about the details. Not only does it sound immensely irritating, it's a load of utter coppers. You should absolutely fuss over the details in almost all walks of life. Particularly so when it comes to the all-important task of taking on a classic Ford project. Just ask Ashley Farazmand.

He finally finished the build of this outstanding Escort Harrier in the summer of last year after an intensive three-year build and Ashley would be more than pleased to hear you say he's produced a simple and clean car. Under the skin though, it's far from that, with hundreds of unique touches and a spec Ashley has been developing for some 12 years. We're not the only ones to notice. The Mk2 has been cleaning up at all the shows. But now the

season is over, it's time to delve deep, deep into what makes this car such a game changer.

## FIRST STEPS

"Believe it or not, this was the first car I ever bought. That was when I was 18 and I'm 31 now," laughs Ashley, who comes from a family with a long connection to classic Fords, especially the oval track variety. "I got it from a friend and drove around in it for about a year before deciding to do a couple of bits to it.

"I stripped it down to a shell to tackle some rust, then got a job that kept me busy and often away from home, and the Harrier sort of got forgotten about," he ruefully admits.

"I'd come back to it now and again, though.









## WILD CARD



Super-clean lines everywhere



"I had a hot Pinto built for it. But then ended up buying a Sierra three-door base model for £300 and the engine went in that. Then I had the shell acid-dipped at SPL and it came back as a bit of a teabag. But to be honest that's what I wanted, because I wanted to be able to see exactly where all the rot was – I didn't want any filler left in the car. After that I took the shell over to a guy to put new floorpans and arches in, but I wasn't happy with the work and ended up putting the whole lot up for sale. I got so many stupid offers for it though, that I gave up with that idea. Obviously, I'm glad I did now..."

The disassembled Escort went back under wraps, but then in 2016, Ashley and his dad, Jon, decided it was now or never and steamed into the rebuild.

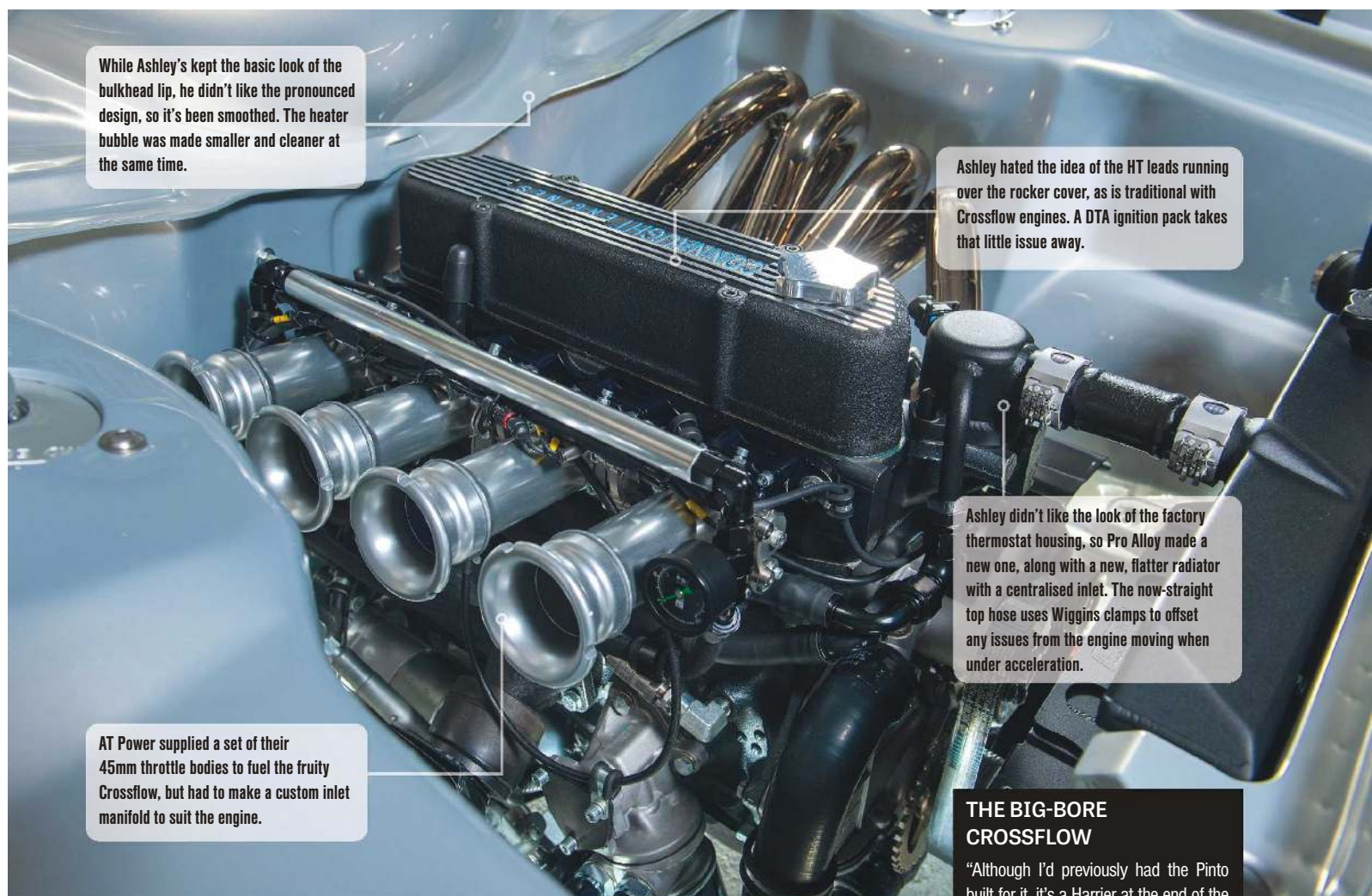
Ashley found someone else to take on the bodywork, letting in the new metalwork but also painstakingly turning all of Ashley's ideas for custom touches into reality. And there are many – see the Tech Spec (page 107) – which run from the front panel to the rear, all there to satisfy a pursuit of super-clean lines.

### PROJECT PLANNING GONE MAD

Although Ashley restarted the Harrier's rebuild in 2016, he's been thinking about and planning it for much longer – since he was 13! "I remember using some image software on my dad's computer to rework an image of a Mk2 Escort into how I wanted it to look, and some of those elements made it into the final build. I've spent years talking the project over with Dad, working on what and how I wanted to do this car. We used to watch a lot of the American hot rod programmes on TV and these have influenced the build too, with so many of the details, like moving the cut-outs in the front panel up an inch so they're hidden behind the carbon fibre bumper, which in turn has been smoothed with the cut-outs for the indicators filled in. These now live inside the headlamp units. It took me ages to find those. The exposed bumper bolt heads were removed, too."







While Ashley's kept the basic look of the bulkhead lip, he didn't like the pronounced design, so it's been smoothed. The heater bubble was made smaller and cleaner at the same time.

Ashley hated the idea of the HT leads running over the rocker cover, as is traditional with Crossflow engines. A DTA ignition pack takes that little issue away.

Ashley didn't like the look of the factory thermostat housing, so Pro Alloy made a new one, along with a new, flatter radiator with a centralised inlet. The now-straight top hose uses Wiggins clamps to offset any issues from the engine moving when under acceleration.

AT Power supplied a set of their 45mm throttle bodies to fuel the fruity Crossflow, but had to make a custom inlet manifold to suit the engine.

## THE BIG-BORE CROSSFLOW

"Although I'd previously had the Pinto built for it, it's a Harrier at the end of the day, so really the only right engine to build for this car was a Crossflow," says Ashley on his decision to stick with the pushrod. Only this wasn't going to be your typical 1700 build.

"We went to Connaught Engines to talk about a lairy build. I really wanted a 200bhp engine, but Connaught's Phil Price explained that although it was possible, the power delivery would be all or nothing, and it would be horrible to drive on the road.

"So we went for an 1870 engine instead, which meant I had to find them a decent AX block..."

Being race engine builders, they don't give too much away about the spec. But it's an all-steel bottom end, with AT Power 45mm throttle bodies, a monster manifold made up by Edwards Motorsport and DTA management, along with one of their ignition packs — plug leads running over the rocker cover is one of my pet hates!"

And peak power? Although Ashley went with the 'lower power' engine, it still made 190bhp on the dyno...

A single wiper sits bang in the middle of the reworked scuttle panel. Smoothed engine bays have been done before on Escorts, but Ashley went the extra mile — insisting the heater bubble be made smaller and the hole moved further down out of sight, right next to the now-smooth bulkhead lip. The bonnet too, has lost its distinctive crossbrace — a single one doing the job.

Moving further back, the C-pillar vents, which were rotten anyway, have been smoothed-over, and the roof gutters now ending further up the pillar. The rear panel has been smoothed, too, along with the bootlid — these touches going back to Ashley's image manipulation attempts as a 13-year-old (see boxout, left).

## STAYING DRY

With the myriad of body touches finally complete, the unpainted shell was delivered back to Ashley and Jon for a dry build.

"We decided to do a full dry build, as I didn't want to add or be left with any redundant holes after the shell was painted, right down to fitting every single nut and bolt, to make sure the final car would be 100-percent how I wanted it. These evenings were pretty intense at this point," he admits. "Me and Dad did fall out and disagree on a few things — one of us would have to walk



ABOVE: Ashley asked Pro Alloy for the largest tank they could fit in the reworked boot well — 60 litres



## WILD CARD



The prop bolts up to a carbon-dipped alloy diff casing



Shortened SHP axle heads up the super-detailed rear



away. It was also demoralising, knowing I would have to take it all apart afterwards. But looking back, it was definitely worth it."

At his stage, with so many years of planning, Ashley knew exactly what the spec of the car would be – he just needed to make it happen. With the engine being built at Connaught (see boxout, page 103), Ashley sourced a Quaife QBM1M sequential gearbox – the four-speed Rocket replacement that his brother previously had used in oval racing. "It's nice and compact and I just love the sound," he grins. "It features quick-release drop gears at the back – you can change the gearset in around 45 minutes."

This leads (via a Mazda Steel Grey one-piece prop) to a shortened SHP axle – also an oval track essential. "Again, it's to maintain the clean theme. I really wanted a carbon-fibre diff housing, but had to admit defeat with this one and get an alloy one carbon-dipped instead."

Inside, there's a Quaife ATB and 4.1 gears. Looking around the rear undercarriage, we were expecting to find air bags. But no, the standard-position dampers and leaf springs are still there.

"We spent months messing around with the leaf springs, trying to get the ride height correct. In the end we settled on 95-percent straight, with the eyes reversed." Fortunately, the front end was easier to sort. GAZ coil-overs being the simple and most effective way of getting the correct height.

**BELOW:** Fiat Barchetta handles skilfully added to the doors



Keeping it wheel

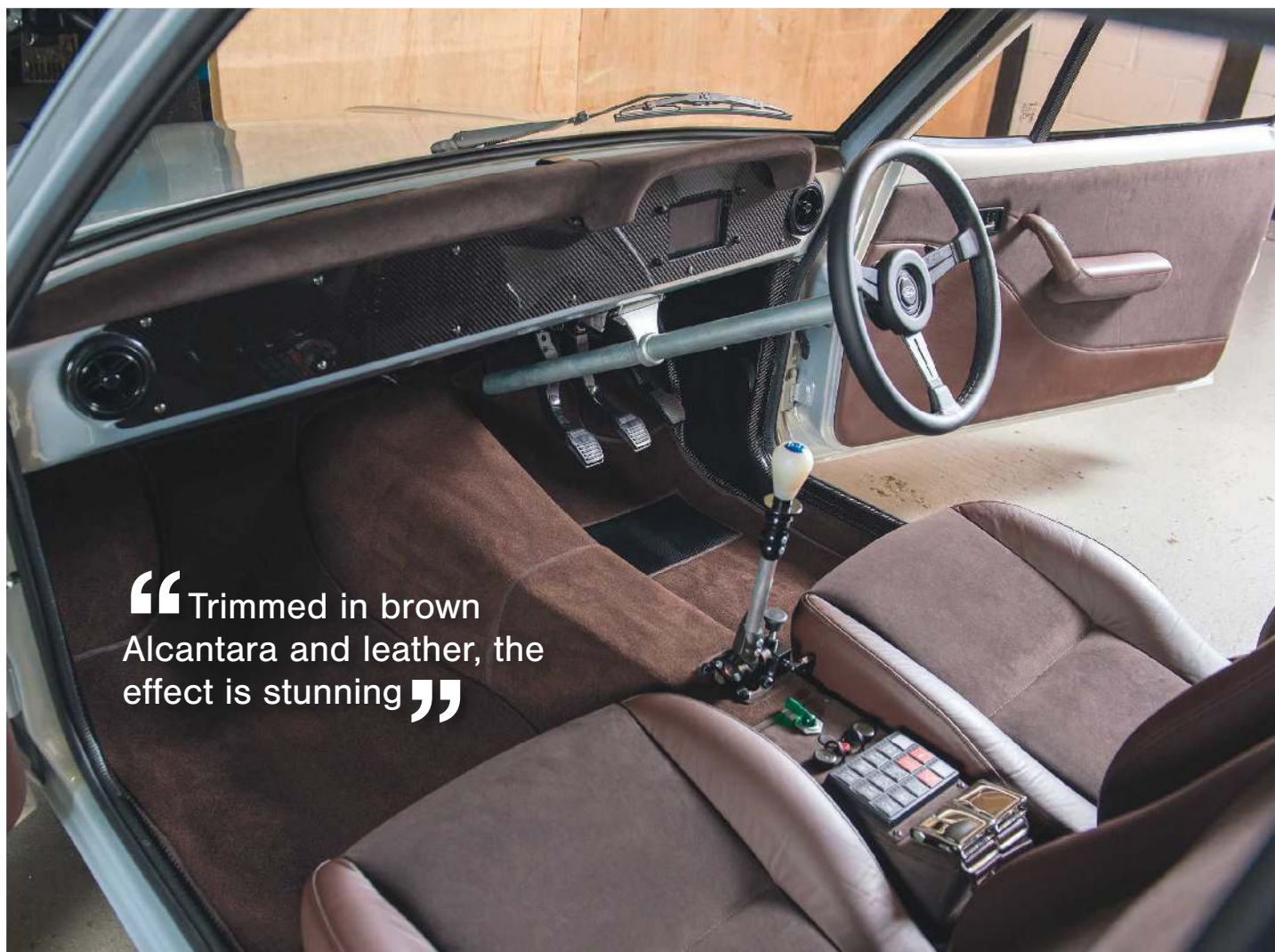
## INSIDE INFORMER

It won't be a surprise to hear the interior too has been specced to Ashley's characteristically obsessive levels of detail. With the Chocolate Brown trim of classic RS Escorts in mind, the Mk2 was always going to retain some of its heritage, but that's almost where the lineage ends. "I came across some early Metro seats and not only were they really comfortable, they were the right width, too," Ashley explains of his choice of perches. "But I wanted people to look right through the car and not have the view obstructed by the headrests, so these have been shortened, as has the top of the rear seat to bring the profile down." Even the rear-view mirror folds up out of sight when parked.

The whole lot was then sent off to be trimmed in brown Alcantara and leather, as well as the door cars,







“Trimmed in brown Alcantara and leather, the effect is stunning”

rear trim panels and dash top, and along with the additional carbon fibre trim panels, the finished effect is truly stunning.

Not being a fan of the “ugly” Mk2 steering column shroud and wiper/indicator stalks, Ashley decided to take them out of the equation entirely, settling for a simple hot rod steering column instead. “Then I noticed that the standard column was offset to the right slightly, and I didn’t want that, I wanted the column to be absolutely straight. So we had to come up with a series of UJs to make it all work.”

And all that switchgear? It now lives in a special panel in-between the seats and linked to the DTA digital dash. Ashley admits it was all a nightmare to wire up and make work with the original Ford loom. You’ll notice there’s no handbrake lever as well. Ashley doesn’t like them. Luckily, HiSpec produce a rear calliper with a built-in electronic handbrake – one of the easier of Ashley’s requirements to resolve.

#### PERFEKT PAINT

Finally though, the car was ready to be stripped down to a shell again and taken over to Oakcroft Garage for prep and paintwork. And you won’t be surprised

ABOVE: RS-inspired interior is arguably the car’s crowning glory, with Ashley’s insistence on clean and simple take to the extreme – like the ‘straight’ steering column





## WILD CARD



ABOVE: DTA display sits behind a one-piece carbon fibre dash panel



to learn Ashley had already decided on the colour. "I wanted a modern take on the Harrier's Strato Silver, so went to loads of dealerships looking at paint charts, eventually choosing BMW Moonstone." Ashley and friends spent a couple of months painstakingly prepping bodywork for the final prep and paint to be applied by Oakcroft's Trevor. The result is mouthwatering.

This was towards the end of 2018 and Ashley and Jon now had a frantic battle to build the car up in time

for show season. "We spent every minute of every hour in the evenings on the car at this stage. I was away most weekends with work – I'm a cameraman for Formula One – so we were up until the early hours most nights."

## REAL RECOGNITION

We think you'll agree, all those hours were worth it. The result is one of the most-involved projects we've ever featured. After doing the rounds all summer, Ashley and the Mk2 have gained praise and recognition extending outside the classic Ford community.

With show season over and a stash of trophies on the shelf (including Best In Show at Ultimate Stance, London Cartel and Players 13.0), Ashley's been able to take stock of the finished build. You won't be surprised to hear he's already planning changes. "I can't decide whether to fit a Mexico front spoiler or not," he says. "And I'd like to get the Harrier stripes painted on instead of the decals, though this would be a nightmare job for the bodyshop. And I really want to get some miles on it – I've not been able to drive it much."

"Would I do it all again? Yes, I would – I'd like to do a Mk1 Escort next, and we've already got a car lined up. Can I have a year off first, though?" ■

“I wanted a modern take on the Harrier's Strato Silver”



The ride height is spot-on and took much trial and error. Ashley could have opted for airbags to achieve this, but he's stuck with coilovers and leaf springs



## TECH SPEC: FORD ESCORT MK2

### BODY

1979 Escort Harrier, extensively restored; seam-welded chassis rails; roof gutter rails cut down shorter at the rear; wiper holes deleted; single wiper relocated in the centre; scuttle panel modified; smaller heater bowl with relocated hole; bulkhead lip cut down and reshaped; engine bay panelwork smoothed; front panel cut-outs raised 1in; strut top plates welded from underneath; one piece bonnet crossbrace; C-pillar vents deleted; tubbed rear arches with plates welded over the top to hide the void to rear quarter trim area; spare wheel and fuel tank wells matched; smoothed rear numberplate recess; delocked bootlid; Fiat Barchetta door handles; smoothed and debadged early grille; cut down, shortened and smoothed front and rear carbon-fibre bumpers; indicator cut-outs deleted from front bumper; Halogen headlights with integral indicators; rear numberplate located under bumper; clear rear indicators

### ENGINE

1862cc Crossflow; AX (South African) block; 84mm forged pistons; 84 mm steel crank; steel rods; Connaught-spec cam; 45mm AT Power throttle bodies; AT Power custom inlet manifold; Edwards Motorsport custom 4-2-1 stainless steel manifold and system; DTA ECU and ignition pack; custom Pro Alloy radiator; expansion tank and oil cooler. Power: 190bhp, 153lb.ft.

### TRANSMISSION

Quaife QBM1M four-speed straight-cut sequential gearbox with drop gears; custom one-piece propshaft; shortened SHP axle; Quaife ATB and 4.1:1 cwp in carbon-dipped alloy diff casing; remote-mounted diff cooler

### CHASSIS

GAZ offset top mounts, GAZ coil-overs, adjustable TCAs, quickrack (f), reverse-eye decambered leaf springs, GAZ dampers, anti-tramp kit (r), HiSpec Motorsport Billet 4 callipers and grooved 260mm vented discs (f), HiSpec Ultralite two-pot callipers with integral electronic handbrake, solid drilled discs (r), reverse bias pedal box, line lock, 7.5x14in and 9x14in Image Billet 60 three-piece split-rims, with Toyo Proxes T1-R 195/45R14 (f) and 225/40R14 (r) tyres

### INTERIOR

Early Metro front seats with modified headrests; retrimmed in leather and Alcantara; Escort rear seat cut down and trimmed to match; dash top, door cards and rear quarter trims retrimmed to match; carbon fibre handles, locks and C-pillar trims; DTA digital dash mounted in full-length carbon-fibre panel; repositioned US hot rod steering column; all switchgear relocated to panel mounted between front seats; battery under rear seat; fold-up rear-view mirror, carbon-fibre boot floor panel

### THANKS

To Dad, for the huge amount of effort he's put in; Keith Wollen for giving up evenings to help wire the car; Tony and Trevor at Oakcroft Garage ([www.oakcroftgarage.co.uk](http://www.oakcroftgarage.co.uk)) for the paint and prep; Santorini Steve for late evenings helping with bodywork prep; Steve Machardie for support and laughs at shows; Alex Oates at Pro Alloy (<http://proalloy.co.uk>); Connaught Competition Engines for amazing engine work ([www.connaughtengines.co.uk](http://www.connaughtengines.co.uk)); Dave at GAZ Shocks ([www.gazshocks.com](http://www.gazshocks.com)); SPL ([www.surfaceprocessing.co.uk](http://www.surfaceprocessing.co.uk)); Image Wheels ([www.imagewheels.co.uk](http://www.imagewheels.co.uk)); and Edwards Motorsport ([www.edwardsmotorsport.com](http://www.edwardsmotorsport.com))

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# READERS' RIDES



## STEVE BUTLER'S CITROËN C4 VTS

**FC says:** Here's one for all you rally fans out there. Owner Steve actually bought the WRC kit before the car, as he searched for the perfect 2.0-litre VTS C4 to carry out the conversion on.

Steve really has gone to town on this replica and the attention to detail is astonishing. He's hand-made the rear spoiler, roof duct and camera pod as they're not available to purchase, he

even fully stripped the interior and had it painted silver to correspond with the original rally cars. And those eagle-eyed readers will have spotted this Citroën is running five stud wheels and not the original four! Why? Because the Rally cars were 5-stud of course.

There's a mountain of work gone into this build and that's why it's worthy of the main spot in this month's Readers' Rides.



### Main mods:

Full WRC body kit, including front bumper, rear bumper, front wings, and rear wings; one-off rear spoiler, roof vent and camera pod; vented bonnet; painted on Red Bull graphics; fully stripped inside and painted silver; OMP bucket seats; Sabelt harnesses; carbon-fibre doorcards and inner rear quarter panels; coilovers; 8x18-inch OZ Super Turismo alloys; 5 stud conversion; Michelin tyres; Superchip; K&N Typhoon air filter.

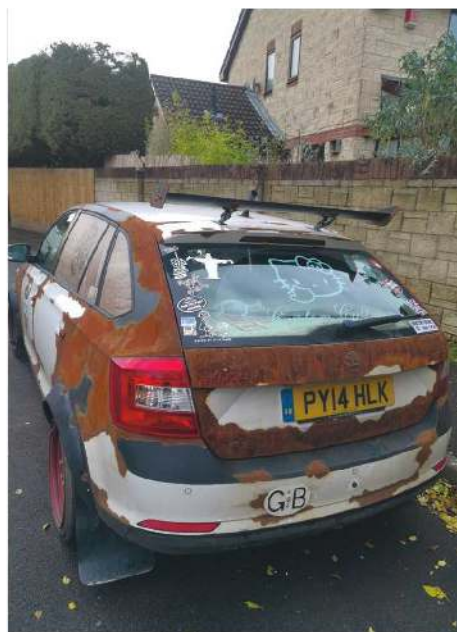


## SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car, just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Ping the whole lot over to [jules.truss@kelsey.co.uk](mailto:jules.truss@kelsey.co.uk) and we'll do the rest.



## READERS' RIDES



### Main mods:

1.2 TSi engine tuned to 150bhp; rust panels; shotgun cartridge wheel-nut covers; rally-style spotlights; roof mounted spoiler; custom livery; red steel wheels.

## ➔ MARTIN BECAN'S SKODA RAPID SPACEBACK

**FC says:** You might think this car is as old as Initial G (FFS! – G) and it's certainly as rusty. But Martin's daily driver is only six years old. Martin is a self-confessed "old school hardcore Ratter" and reckons it's a real head tuner. To be honest, we can see why. We love the rat scene here at FC, as it gives people the opportunity to be massively creative on a tiny budget. This build, like all rat cars, is still work in progress. But Martin was keen to share with us his piece of art and we're glad he did.



## JAMES WEBBER'S 1973 BEETLE

**FC says:** "My motor deserves to go into Readers' Rides because it's totally unique and there isn't another one like it. Plus it's really cool," says James Webber, the owner of this 1973 cut and shut Beetle. And we couldn't agree more.

James picked up the beach buggy a couple of years ago and set about making it his own. This included cleaning up a few of the previous modifications and replacing the bucket seats with original VW items. The car lives in Cornwall and we couldn't think of a more perfect location for this piece of air-cooled madness.



### Main mods:

Heavily cut and shut body; orange repaint; retrimmed interior; chrome detailing; EMPI steering wheel; skull shifter; quad exit exhaust system; Nigel Allen & Son carb tune-up.





## MATT WARREN'S **NISSAN N13 SUNNY**

**FC says:** This is up there with our favourite Readers' Rides of all time. What an unbelievably good, home-built, resto mod Matt Warren has done on his N13 Nissan Sunny. It started life as a 1.3-litre base model that ran steel wheels and grey plastic bumpers. But over time Matt has swapped out the engine for a 1.8 DOHC from a Sunny ZX, painted the bumpers and added some ingenious touches like the Golf front splitter and Beemer rear spoiler. And just look how clean that engine bay is. We really can't fault this build. Matt, you have the respect of the entire FC office!



### Main mods:

Sunny ZX engine and brake conversion; colour coded bumpers; VW Golf front splitter; BMW rear spoiler and Toyota AE86 rear pods; Toyo Proxes tyres Spax springs and KYB shocks; 15-inch Smiths Shadow wheels.



## ARSE END

### Christmas Crackers



Midge: "I reckon one of these would do it."  
Jules: "You're short mate, not thin."



Midge: "Like my new mug?"  
Jules: "Well you do write shit, yes."  
Midge: "Harsh. But pretty fair."



Initial G: "When you said you were going to send me a few Skywalker copies Midge, I thought you meant your dodgy DVDs."



### Size 17s – no shit!

You know what they say: stupidly large feet equals stupidly large, er, shoes. Even so, we never quite believed our Glenda's extremely overused line about how he's packing a massive welly. Well, we think that's what he was banging on about anyway.



### Who Are Ya?

The FC 'wordsmiths' may well be better known for their modifying skills than their grasp of the English language – and don't get us started on the spelling either! But at least the top team can type their own names when working on the mag, or filling out forms for show passes... Oh, hang on a minute...



### Hide and Geek

What Jules (probably) didn't reveal in his Autosport report (page 22) is that we tend to spend half of our time hiding from our advertising team, so we can avoid going to "important meetings" and instead actually get some work done.

We've all expertly honed and refined our own invisibility techniques over the years of course. But we have to say the boss is still the all-time master. Shit. It's like he was never there!

## THE FC PHONE GALLERY THIS MONTH IN FOOD AND DRINK



Text of the Month  
Looks like the ego has landed, eh?





## What's up, Doc?

You can always count on your mates for support when you're on the road, can't you? Well no. And that's exactly why our Slimming World fan, Mr Slim Jules, is proud to call Midge one of his very closest "business associates". We think you'll agree too, that it's just this sort of disgusting, selfish behaviour that can push any relationship to its absolute limits. Eating vegetables in Midge's pickup truck indeed. He should be ashamed of himself!



## Fashion Guru

Anyone who knows our Midge will tell you that, despite him looking like a scruffy bag of shite most of the time, he's a massive (and rather girly) shopaholic. In fact, he blows so much of his housekeeping money on the latest garb that one of his favourite stores recently named a pair of his preferred jeans after him. They're clearly taking the piss with the 'skinny' bit though... Although he could definitely do with a pair of those boots.



## Half-inched

We have to say we were most fond of Jules' festive hat a few months ago. But it seems we weren't quite as big fans as our Midge, who has, and we quote, "Absolutely no idea where that went mate". This little workshop pic from the other week tells a different story though. You can take the boy out of Dartford...



# BLAST FROM THE PAST ISSUE 378 – MARCH 2017

Three years and 40 issues ago...

- We had to go all the way to LA to shoot a certain spanking flat-nosed Porker... But that's enough about what Jules got up to in his hotel room.
- Actually, it wasn't just LA that had a visit from our gruesome twosome that week. They went from Vegas to the Bonneville Salt Flats first. A proper Car Culture Pilgrimage and no mistake.
- Rich Colbeck's Evo was, and still is, easily one of the slickest Mitsis we've featured.
- Serial modder Steve Fraser put 400bhp into his epic S3 and there's a whole load of amazing details, too. Wavy RSQ3 brakes for starters. Lush.
- The Rocket Bunny kit may almost come as standard on S15s here in 2020, but David Colman's was one of the first... And it had the minerals to back it up!
- We love Telford. OK, we don't. But it's still worth the drive for Ultimate Stance.
- Is there anything better than an old-skool Datsun Z-car? Of course there is. One that's been modified to perfecting. Well, duh.
- Ben Parker's amazing DC5 wasn't the first of his cars seen in FC... And we have a feeling it won't be his last either.





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